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GERMANY THROUGH JAPANESE EYES.

PUBLICISTS DISCUSS GERMANY'S FUTURE.

A symposium on the future of Germany is found in the *Chin Kwan* for June. As it has anticipated or confirms the latest reports from that country, let us examine some of the salient points raised therein. Dr. Miyake of the Nippon Daini Nippon-jin leads the discussion, saying in conclusion that both Russia and Germany suddenly transformed themselves from empire into republic, and that the two peoples thereby began to know or think of the true object of government, that is to say, the happiness of the masses. The prevailing unrest in the German Republic, he avers, only indicates the lifting of the lid on all sorts of internal commotions that had been pressed down. It may lose much as a State among the States of the world, but it is coming near to the realization of the position and value of the German people in human society. How far this realization is to go, will depend upon the degree of success in their efforts to establish a new order of things. While, on the surface of the past Germany concerned the surface of her society and government, the future Germany will benefit us with her inner contents. By a new order of things, Dr. Miyake of course means moderate Socialism.

PERPETUAL DISCORD FORESEEN.

The Osaka *Asahi*'s special correspondent in Germany, on the contrary, takes a gloomy view of Germany. The Social Democrats, the Reactionaries and the Spartacists will go on quarrelling forever, he fears, which will hinder her progress in national reconstruction along the line of harmonious co-operation, to be followed by a revision of the Peace terms in her favor. Dr. Takakura of the Tokyo Imperial University, who travelled in Germany last winter, describes how she is deficient in food and fuel, how she suffers from a low rate of exchange, and how badly wanting she is in men of guiding spirit. He alleges, therefore, that it would be only by great good fortune if Germany should begin to pull herself together within ten years from now. Professor Sugimori of Waseda University urges the Germans to evolve individually through education. If not, says he, if every nationality and every race does not contribute its best to a new world-culture, to the upbuilding of an international society, which is the only society that exists today and will exist to-morrow, a pan-Toutonic group and a pan-Slavic may, sooner or later, rise against the Latin and Anglo-Saxon groups. In this new world-society of tomorrow, the Wilsons and the Lenins, with Lloyd George and Clemenceau's force of character, will be as once more men of common sense and great leadership of mankind. Which way Germany will go to-morrow, the writer concludes, will be determined by the free choice of each one of us.

THE LAND OF LIBERTY.

Director Yuhara of the Tokyo Higher Normal School for Women, still retains his faith in the greatness, not of the Kaiser's or military, but of the culture of a land where human liberty was born. Sixty million men and women of solid education, whose country was not invaded by the victors, will be always proud to keep and develop the same method of thought and action that characterized them in the past. Although Mr. Yuhara pleads that Germany fought the recent war to defend her peculiar culture, he believes she is shorn of militancy now and that she will surpass the world in the future with wonderful feats in the field of free research.

AGGRESSIVENESS IN NOT DEAD.

Professor Yoshino, of the Tokyo Imperial University, views the future of Germany from two points, namely, the recovery of her national power and the reconstruction of her diplomatic policy. Starting from the argument that the political revolution in that country was not so subversive of social order as that in Russia, her economic recuperation, he infers, will take place more quickly than most observers think, from a great reduction in her unproductive investment in military preparations. But, instead of a liberal policy for popular welfare, under the surface of a conservative, bureaucratic Government, Germany's foreign policy has always been aggressive and imperialistic continues the professor. It is doubtful whether she is now repentant for having thus disturbed the peace of the world. As in Japan, he observes, there are two streams of thought in Germany today, each struggling for mastery over the Germany of tomorrow. The party now in power seems anxious for international co-operation, while a majority of the people appear to be dreaming the same old dream of fishing in troubled waters. If the latter tendency prevails, Germany may have to learn one more hard lesson before she becomes a free and truly civilized country.

A STUDENT OF KEYNES.

Mr. Tadao Tanabe's contribution is based upon Keynes' book "The Economic Consequences of the Peace." As a student of an economic and financial review, the *Zaimu-Kisai Jishi*, the writer shows a clear appreciation of the facts and arguments advanced by the British authority. The Japanese editor fears that the peace terms, if enforced by the victorious Powers, may drive the German people into desperation and Spartacism, into an entente with the Bolshevik Russia. The only way of saving Germany, economic and cultural, may be to sever her relations with capitalist nations and to become an agricultural State on a Socialist basis. But, he further suggests, so long as militarism in France remains unabated, so long will the German Socialists be geographically unable to defend their own country. Who can be sure, however, that in France too there may not rise a strong public opinion, in the near future, against a war for indemnities, against a system of national slavery? Japan *Advertiser*.

"What is an apprentice?" asked little Johnnie, and his father explained. "It means, my lad, the binding of one person to another by agreement, so that one person bound his soul to the other, all he can do of his trade or profession, while the other has to watch and learn how things are done and make himself useful in every way." "Then you are apprenticed to mother, aren't you, dad?" said Johnnie.

"AERIAL DERBYS" ROUND THE WORLD

A COMMUNICATION TO THE HONGKONG AERO CLUB.

The following letter has been received by the Aero Club of Hongkong from the Aero Club of America:

AERO CLUB OF HONGKONG, CHINA.
New York, March 20th, 1920.

My DEAR SIR:—Your opinion and advice is invited on the following plan to hold three important international aerial contests each year, in which all the Aero Clubs of the world affiliated through the International Aeronautic Federation can participate, which has been submitted to the Aero Club of America by the Aerial League of America.

The Aerial League of America points out that the flights across the Atlantic, and from London to Australia, London to India, Rome to Tokyo, Paris to Dakar, and other stupendous flights, open a new epoch in aerial navigation and that in addition to the annual international contests for the Gordon Bennett, Jacques Schneider, Michelin and other trophies, which afford a test to the progress in aircraft design and airmanship, it would be most advisable to hold three international long distance contests, which will make it possible to test the progress made each year in every phase of the art of aerial navigation and will be sufficiently extensive to enable all the civilized countries of the world to share in the organization of the events as well as to participate in them.

The Aerial League of America, after giving lengthy consideration to the subject and having ascertained the possibilities of securing large prizes and extensive participation for three international Aerial Derbies, proposes the following Derbies to be held annually:

(1.)—The Pan-American Aerial Derby to be held every winter. The competitors in this Derby will start from Miami or Palm Beach either in November, December or January each year and fly to Cuba, then to Guantánamo, then to Panama and across the Isthmus to Columbia, Ecuador, Peru, Chile and from there either across Argentina or by another route to be decided to Buenos Aires, Argentina, then to Uruguay, Rio de Janeiro, Brazil, Pernambuco and along the coast to Guiana, Venezuela, then across the Caribbean Sea to Porto Rico, Haiti, Cuba and back to the United States.

(2.)—The Aerial Derby Around the World, the rules and regulations of which are being considered by the International Aeronautic Federation, which would start in June each year and, presumably, would occupy from three to four months during the first two years, and then only two months each year thereafter. The Rules and Regulations for this stupendous event have been submitted to the National Aero Clubs of the 18 countries affiliated in the International Aeronautic Federation, by the Aero Club of America, through the International Aeronautic Federation for approval and the Special Commission of the Aero Club of America and the Aerial League of America have visited and organized aero clubs in Japan, China, Manchuria and other countries, which Clubs are affiliated with the International Aeronautic Federation and will assist the other national Aero Clubs in organizing and running the Aerial Derby Around the World each year. Each national club will have direct charge of the Aerial Derby over the territory over which it has jurisdiction according to the regulations of the International Aeronautic Federation.

(3.)—The Aerial Circuit of the Atlantic would be held in the latter part of the summer and it is expected that while the first year would require two months to complete this event, thereafter it would probably not require more than one month. This circuit would be run from west to east or from east to west. From west to east would be better at certain times of the year because of the prevailing easterly winds in one way and prevailing trade winds in the other way. The route could, however, be reversed the following year so as to afford a thorough test of the competitors, which would include a piloting class as well as a passenger class, would start from any one of the countries on the Atlantic seaboard and make the circuit starting from New York or Atlantic City would fly southward by way of Cuba, Haiti, Porto Rico, across the Caribbean Sea to Caracas, along the coast to Pernambuco, across the Atlantic to Dakar, on the west coast of Africa, then northward along the west coast of Africa touching Magador and Casa Blanca, then across Spain or Portugal to Biarritz, then along the French coast and across the English Channel to London, then either across the Atlantic by way of Ireland to Newfoundland or touching and across the Atlantic by way of Iceland, Cape Farewell, Newfoundland, Halifax, Boston, Portland and New York.

These three important international aerial derbies would afford a supreme test annually to both lighter and heavier-than-air aircraft, as well as to airmanship and to the science and art of aerial navigation in general.

These three important events would be held annually under the auspices of the International Aeronautic Federation and their main purposes would be as follows:—
(1.)—To open the world's airways in the name of Progress and introduce the use of land and water aeroplanes and dirigibles for air travel, aerial transportation and aerial touring throughout the world;

(2.)—To strengthen the cordial relations and hearty co-operation for the development of international aeronautics which exist between the National Aero Clubs of the countries affiliated with the International Aeronautic Federation and between the National Clubs and the State and City Aero Clubs of each country, which are affiliated with the national Aero Clubs, by organizing these historic world events in which they can all participate;

(3.)—To encourage the study of the world's possible airways in relation to the world traffic and commerce, where airroads can solve difficult problems of transportation;

(4.)—To make known that landing places are to aircraft what good roads have been to automobiles, and to start action in establishing airports with suitable landing facilities and supplies for land and water aeroplanes and dirigibles throughout the world.

(5.)—To foster the establishing of permanent aerial transportation lines throughout the world, where aircraft will greatly reduce the time of travel required by other means of transport, and the establishing of aerial mail lines throughout the world.

(6.)—To make known that the aeroplanes which have flown across the Atlantic are to be followed by other aeroplanes capable of carrying fifty or more passengers and affording Pullman car accommodations, and that the British dirigible R-34 is to be followed by dirigibles many times larger, one being in Great Britain under construction, which has ten million cubic feet of hydrogen capacity and will lift 300 tons, of which 100 tons will be for cargo, and will be capable of navigating the air for 25 days, or 30,000 miles, without stopping, at a speed of sixty miles an hour.

(7.)—To foster the design and construction of efficient aircraft with a view to greater range of flight and greater safety of air travel.

(8.)—To test the reliability and economy and bring about improvements in aircraft motors.

(9.)—To bring about increased efficiency in the design of aeroplanes especially fitted for the transportation of passengers, mail and merchandise.

(10.)—To foster the practice of flying by chart and compass and navigating the air entirely by the use of instruments.

To insure extensive participation there will be two classes of contestants, which may be persons of either sex, not less than twenty-one years of age. They may be aircraft pilots or not, and may own or rent their aircraft or book passage on aerial transportation lines as passengers. If they are pilots they may enter as such and undertake to pilot their own aircraft throughout the journey and compete for the special prizes offered for the best records made by contestants who make the largest air mileage piloting their own aircraft, in which case they will be designated as "Piloting Entries," provided they are holders of the pilot certificate issued by the national aero clubs of the countries affiliated with the International Aeronautic Federation, under the rules of the Federation.

Entries can be made through Aero Clubs members of the Federation by national, municipal and civil bodies, Chambers of Commerce, merchant associations and commercial organizations, and colleges and firms, as well as by individuals. The entries would be permitted to use other methods of transportation besides aerial transportation but the largest prizes would go to those covering the highest percentage of the distance in aircraft, and that would be an inducement to the entries to travel by aircraft as much as possible. This plan is submitted for your consideration and advice. We shall welcome any suggestions which you may care to make regarding any phase of this plan at your earliest opportunity, at every effort will be made to put this plan into effect as soon as possible.

The important organization work already accomplished by the Aero Club of America and Aerial League of America's Special Commission, which is visiting thirty-two countries organizing the First Aerial Derby Around the World, makes the work of organization comparatively simple from now on. But it is necessary to decide on the project as soon as possible, so as to give ample time to manufacturers and Aero Clubs and organizations to construct special aircraft and select teams to participate in the three contests each year.

There are approximately 100 aerial transportation lines being established all over the world and if a decision is reached in the immediate future these transportation lines will modify their plans of organization and change their routes, if necessary, so as to cover different legs of the route of the Aerial Derby, to be ready for those non-piloting participants in the Derbies who wish to book their passage on established airways instead of acquiring their own aircraft.

It is quite possible that within a year there will be dirigible, seaplane and land aeroplanes lines established throughout the world. We are almost assured of an aeroplane line across the United States, and an airship line across the Atlantic. Lines are already running across England, France, Italy and Belgium and other lines are now being established from Europe to Africa and India and Australia. An air line is now being established from Japan to China. In other words, within six months one can fly around the world excepting for the Pacific. Plans are, however, under way for establishing a trans-Pacific Air Line.

In sending you your opinion, kindly also advise to what extent your organization expects to be able to participate in these three Aerial Derbies and whether if these plans are put into effect within a year your organization would find it possible to make an entry for one or more of these Derbies and whether the possibilities are that your first entry would be a piloting entry or a passenger entry.

(Continued at foot of next column.)

"JAPAN SELLER, NOT BUYER, OF VESSELS."

JAPANESE SHIPYARDS' GROWTH SINCE WAR.

The law of natural selection is beginning to operate in regard to merchantmen, in the opinion of an official of the Mitsubishi Shipyard, who says:

"Before the war the only Japanese shipyards of any importance, apart from the shipbuilding yards of the Government, were the Mitsubishi Shipyard, the Kawasaki Dockyard, the Osaka Ironworks, the Uruga Dockyard, the Yokohama Dockyard, the Ishikawajima Shipyard. The war changed Japan's position in regard to shipping and shipbuilding, and she has become a seller, not buyer, of ships."

Freighters were quoted at only about Y.100 before the war, but the rate rose to about Y.800 during the war, and the shipyards mentioned have all extended their operations. Moreover, new shipyards have been established or the existing shipyards have been enlarged. Those concerns included the Asano Shipyard, the Mizui Shipyard, the Uchida Shipyard, the Fuji-Nagata, etc. Many other smaller concerns were engaged in the construction of wooden ships and small steel vessels.

MAY ABOLISH NIGHT WORK IN YARDS. With the end of the war the price of ships declined to about Y.500 per ton, and some of the shipyards are unable to continue operations. The old established companies, however, are still favoured with orders, and they are not compelled to reduce their operations, but nevertheless, they are suffering from the difficulty of obtaining shipbuilding materials. Owing to the strikes and other troubles in England and America, only about 60 per cent of foreign supplies are now obtainable. The steel works at Yawata, Kure, etc., supply steel, but even these works have curtailed their operations since the financial reaction set in. It may not be necessary for the leading shipbuilders to dismiss many of their men, but perhaps they will have to abolish night work.

It is true that orders for the construction of ships generally have decreased, but increased orders are expected from the Nippon Yusen Kaisha and the Osaka Shosen Kaisha which are using their war profits for the building up of a greater fleet, so that we need not be pessimistic about the future.

IN FRANCE FEELS DIFFICULTY IN REPAIRS. As there is now more tonnage than is required, however, shippers have come to pay greater attention to the selection of ships, and thus the law of natural selection is beginning to operate. As a matter of fact, hundreds of wooden and concrete ships are tied up in America; insurance companies refuse to cover risks on such ships, and no shipper is willing to entrust goods to such vessels. As a result of the working of the law of natural selection, dilapidated ships will be driven out of the field by good ones.

JAPANESE WOMEN IN BUSINESS.

PERMANENT PLACES AS CONDUCTORS ON BUSES.

Women have permanently taken the place of men as conductors on our autobuses, is the verdict of one of the directors of the Tokyo Street Automobile Company in answer to a question as to the results of a six months' trial of women in these positions.

"I say this in view of the experience of the last six months," he continues. "To begin with the cases of theft, we have had only three cases during the past six months while previous to this when we were employing men, we had from 20 to 30 cases a month. Another point in favour of the women is that misunderstanding between the conductors and the passengers are very much more rare than before."

"The one point upon which we were dubious at the beginning of the experiment was whether the women possessed the physical strength required by the work. We now find that women absent themselves from work even less than men. We were also in a little doubt as to what the moral results would be, but here again we have no cause for complaint."

"The hours of work are ten hours a day, but the actual working time consumed in the four trips a day that are made by each conductor are only about seven. The pay is from Y.50 to Y.70 a month."

We are sending a similar inquiry to Aero Clubs, Automobile Clubs, Chambers of Commerce, large manufacturing establishments, and banking, shipping, and transportation organizations throughout the world, so as to get world-wide opinion regarding this plan as well as to ascertain the extent approximately of the number of non-piloting entries, as we are sure that number of aerial transportation lines will be established in the immediate future if there is a possibility of a fairly large number of passengers participating in these contests.

Thanking you for giving this very important matter your earliest consideration and trusting that you will not hesitate to give your fullest opinion, We remain, Yours very cordially,

THE AERO CLUB OF AMERICA.

Augustus Post, Secretary.

P.S.—These three important events will be discussed at the Third Pan-American Aeronautic Convention and Congress, which is to be held at Atlantic City, May 30th to May 31st, 1920, which you are cordially invited to attend or send representatives, each country and organization being invited to send three delegates. If possible, in acknowledging receipt of this letter, kindly give the names of the delegates. You are at liberty to make public the contents of this letter if you so desire, to invite opinions of the project by publishing this letter.

HONGKONG SANITARY BOARD PREVENTION OF TYPHOID FEVER. VACCINATION SUGGESTED.

PLEURO-PNEUMONIA AMONG DAIRY FARM CATTLE.

A meeting of the Hongkong Sanitary Board was held yesterday evening at the Sanitary Board office. Mr. G. R. Sayer, President, and Mr. E. R. Hallifax, Col. Humphrys, Hon. Mr. E. B. Hallifax, Col. Humphrys, Dr. W. V. M. Koch, Dr. F. M. G. Ozorio, Mr. A. H. Hollingsworth, Mr. Chow Shou-kan, Mr. S. W. Tso, Dr. Pearce (Medical Officer of Health) and Mr. C. M. W. Reynolds (Secretary).

Dr. W. V. M. Pearce was appointed to act as Colonial Veterinary Surgeon.

OFFENSIVE TRADES LICENCES.

The following Sub-Committee was appointed to issue offensive trades licences. The President of the Board, the Director of Public Works and Dr. W. V. M. Koch. The Chairman explained that by this means they hoped to minimize the delay between the application for and the granting of a licence. The powers the Board now hold would be delegated to the Sub-Committee, who if they were not unanimous on the question of granting a licence, would refer the same to the Board. The Committee would have no power to refuse a licence without referring to the Board.

TYPHOID FEVER IN HONGKONG.

Dr. Pearce, the Medical Officer of Health, presented a memorandum on the prevalence of typhoid fever in Hongkong. In explanation of it he said that no one could feel safe from accidentally acquiring infection. Fortunately there was a new method whereby they could obtain some protection against it and that was by vaccination and although the protection afforded was not absolutely sure, nevertheless it afforded a valuable protection, and this was shown in the recent great war when the majority of the troops were inoculated against typhoid with beneficial results. It was no doubt a difficult thing to introduce a practice of this sort, for they had tried it before in the plague outbreak, and after the staff of the department, some Chinese students and medical men had had themselves inoculated, no member of the public came forward. People thought that it was no use to have themselves inoculated as they did not either live in Chinese localities or walk down their streets. But in the case of typhoid it was different, inasmuch as they had Chinese servants in the houses and Chinese in their offices, and these might be carriers of infection. It was quite possible for food to be contaminated in the kitchen or at the table by carrier flies. There was no doubt whatever that a good number of cases which occurred in this Colony could be explained on no other ground but that of infection by carriers. If the public would take up the question of prophylactic, they might then approach the Government and get the Medical Department to prepare the vaccine. Places could be arranged and dates fixed for persons who wished to be inoculated. If this were done the cases would become very much less.

Dr. Koch, in supporting Dr. Pearce, said that cases had occurred in different parts of the city but it was difficult to trace the origin, and in several cases it was said to have been due to the eating of raw vegetables. He did not think that the manuring of the vegetables in the Colony was any different to that in any other part of the world, and as far as he was concerned that theory had exploded. There was no doubt that those cases occurred more from carriers than anything else. He thought it would be interesting if the Medical Officer of Health could give figures and percentages contrasting the conditions in the Colony with those in other places. Dr. Koch referred to the researches made by the late Dr. Hunter, at one time Government Bacteriologist, as to whether or no Chinese were immune from typhoid. He found that even babies, ten to twelve months old, suffered from it. He thought they ought to urge the Government to allow the Government Bacteriologist to prepare the vaccine for use and that this should be supplied free. If they had a Bacteriological Department attached to the Board, as was the case in other countries, they could have done the work without all this trouble.

THE MEMORANDUM ON TYPHOID.

The following was the memorandum:— I beg to submit for the consideration of the Sanitary Board the following memorandum on the prevalence of typhoid fever in this Colony. The table attached shows the number of cases of this disease notified each year from 1910 to 1919 inclusive. It will be seen that in none of these years has the incidence been great and in no instance has the disease assumed epidemic proportions. The infection may be acquired in various ways but all great epidemics of this disease are due to contamination of water supplies. Our good water supply has

saved us in this Colony from severe epidemics of this disease. The army also has the advantage of obtaining milk from dairies so well managed that the chance of infection from consumption of contaminated milk is reduced to a minimum. I have not been able in any cases of typhoid fever to blame either the water or milk supply of the Colony. The eating of raw vegetables, e.g. salads, and shell fish, may have been the source of infection in some cases. There is, however, a mode of infection which has been in the past overlooked by the general public. I refer to the contamination of food in houses by means of typhoid carriers. If any typhoid carrier be engaged in preparing food or handling it, he is liable to spread the disease. An instance of this has recently occurred. Five cases of typhoid fever have occurred under circumstances pointing to a common source of infection, and investigation has proved that a cook who prepared food for all these persons was a carrier. The existence of day privies in close proximity to kitchens and pantries offers opportunity for the contamination of food through flies if such privies are used by typhoid carriers. It used often to be said in Hongkong that Chinese were largely immune from typhoid. They may enjoy a higher degree of immunity than the foreigners here, but the appended table shows that a considerable number of cases of typhoid occur amongst the Chinese. The whole community cannot be examined for the purpose of finding who is and who is not a carrier, and so although a person may eschew salads and shell fish, boil all his drinking water and milk, he will not know that his neighbour or one of his household is not a carrier. There is a method whereby every one can obtain a good measure of protection, namely by the use of anti-typhoid inoculation. The rationale of this inoculation is akin to that of vaccination against small-pox, although the protection afforded is not so great nor so enduring as in the latter case. There can be no doubt that the introduction of this preventive measure into the British Army saved countless lives during the recent war. The inconvenience is negligible and the protection afforded is good. If the public will evince a desire to use this method of protection, they can be no doubt that the Government will provide the necessary material. A list extracted from the Death Registers of the names of Europeans and Americans who have died from typhoid fever in Hongkong during the last ten years, shows that there were 31 such deaths. In 10 cases the infection was apparently acquired outside the Colony, while there were 21 cases of locally acquired infection. Similar lists for other nationalities could be given, but I think we must look to the European and American element of our population to set an example by availing themselves of protective inoculation.

Dr. Pearce, in moving that the Board order that 46 Australian cattle, imported by the Dairy Farm Co., be slaughtered, as they were found to be suffering from pleuro-pneumonia, and that the sheds be disinfected and declared a segregated area, stated that he received a note from the Veterinary Surgeon, attached to the Dairy Farm, stating that on June 15th he had ordered the slaughter of two of the cattle as he found them to be suffering from some disease, having the characteristics of pleuro-pneumonia. Yesterday morning, two more cattle, suspected to be suffering from the same disease, were killed, and a post mortem examination revealed similar symptoms. There was no doubt whatever that the cases occurred among a consignment of cattle which came from Australia on May 28th. So far no other cases had occurred among any other cattle. As soon as the disease was discovered the Australian cattle were isolated. He informed the manager, that he would ask the Board to order the slaughter of the consignment of Australian cattle and other cattle, which were regarded as contacts, in the case of indirect contact, the cattle would be segregated for twelve months, and if any symptoms showed they would be destroyed. He recommended that the sheds should be disinfected and declared segregated. It was not desirable to send the cattle to be isolated at Kennedy Town for fear of the spread of the disease.

The Hon. Mr. Hallifax wished to know if there was any danger to human beings. Dr. Pearce replied in the negative, saying that it was only dangerous to cattle. As there was a considerable trade in cattle between Hongkong and South China, it was best to take steps to prevent the spread of the disease, and other cattle would be affected and trade would be harmed.

CRIMINAL SESSIONS.

(BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ, ACTING CHIEF JUSTICE.)

ALLEGED MURDER.

Two Chinese Sanitary Board coolies were indicted for murder at Kennedy Town on May 21st.

The Hon. Mr. J. H. Kemp, K.C., Attorney-General, prosecuted. Mr. W. H. Drummond defended.

The following jury was empanelled: Messrs. J. Gray, A. G. W. Ogilvie, A. C. Johnstone, D. A. Carvalho, J. E. Jones, Wong Pik Tsun and F. Ellis.

Mr. Kemp, addressing the jury, was almost inaudible to every one else in the Court. The reporters, whose seat is on the other side of the room, caught only snatches of what he said. The opportunity is a good one to request the Acting Chief Justice to come to the assistance of the Press by providing seats for the reporters on the other side of the lawyers' table, similar to the arrangement now in force in the Puisse Judge's Court. Even in ordinary weather, the acoustic properties of the Court are such that it is difficult to hear, from where the reporters are at present provided with seats, what the lawyers are saying, but in such weather as prevailed yesterday, reporting of the proceedings was both difficult and dangerous, because of the temptation to fill in such portions of an argument as the reporter cannot hear plainly.

The Attorney-General was understood to say that the murder took place in Kennedy Town. The deceased was engaged with others in carrying rattan to a godown when he was set upon by three men, one of whom stabbed him. It was not one of the prisoners who actually stabbed the deceased, but it was a case of common design. He was not able to say what was the motive for the crime. There was a quarrel between the parties on the morning of the murder.

After the evidence for the prosecution had been given, the prisoners gave evidence for themselves, completely denying any connection with the crime. They alleged that the identification parade was conducted by a Chinese constable, and that the two chief witnesses, who identified them, were standing in such a position that they were not able to see where the two prisoners were placed in the line of 28 men paraded for identification. They said that they were placed first and second in the line.

Mr. Kemp, in his closing speech, said that the prisoners' story of the identification parade was a pack of lies. Any Police Officer who was responsible for such a travesty of fairness would be instantly dismissed.

In his summing up, his Lordship said it was somewhat extraordinary that the two chief witnesses on whose identification the case for the prosecution mainly rested should have been able to pick out the prisoners without any difficulty at all at the identification parade. The attack on the deceased was obviously a surprise to everybody, and these two witnesses could not have gained more than a cursory look at the faces of the prisoners in the hurry of the moment. The prisoners, according to the two chief witnesses, were among 14 or 15 other Sanitary Board coolies similarly dressed. He had to remind the jury that the two chief witnesses did not know the prisoners and had never seen them before. In regard to the prisoners' story of the identification parade, his Lordship said he believed Inspector Willis, who was a senior officer of the Force and a man of long experience.

The jury brought in a verdict of "not guilty," after ten minutes' deliberation, and the prisoners were discharged.

(BEFORE HIS HONOUR MR. J. R. WOOD, ACTING JUSTICE.)

THE ABSENT JURYMEN.

Before proceeding with the work of the Court yesterday, Mr. Wood said the assembled juryman that he had a statement to make with regard to the four juryman who had been absent when called on Monday afternoon. These gentlemen had since made their explanations to him. Two of them, Messrs. Johnstone and Goodwin, said that they lived in Kowloon and were unable to come across owing to the bad weather. He accepted these explanations, Mr. F. Ellis, who lived in Kowloon, said he had gone to Canton, intending to return on Sunday night, but, owing to the state of the weather, the Canton boat did not come to Hongkong until 3 p.m. on Monday. He (Mr. Wood) had, therefore, accepted that explanation. The remaining gentleman, Mr. Wong Pik Tsun, explained that he had come to Court on Monday morning, and, having been released from the Chief Justice's Court, he thought he had to come the next morning, yesterday. This was a misunderstanding, and he (Mr. Wood) accepted that explanation.

(Continued at foot of next column.)

ANOTHER SEIZURE OF COUNTERFEIT COINS.

MAN SAYS MONEY WAS HIS WAGES.

At the Magistrate's yesterday, a Chinese was charged with being in possession of counterfeit coins to the value of \$3.40.

On Sunday evening defendant went to a fish stall at Sai Kok and bought six cents' worth of fish. He tendered a ten cent piece which was found to be bad and it was returned to him. He tendered a second and a third, and these two were found to be "duds." An Indian Sergeant who noticed the incident immediately searched the man and found him to be in possession of counterfeit coins to the value of \$3.40. He arrested him and took him to the station. The curious part about the whole incident was the fact that the man had twenty copper cents with him, but did not tender six copper cents in payment for the fish.

Defendant said that the money was part of his wages.

He was sentenced to three months' hard labour.

CHINESE SERVANT GIRL TURNS THIEF.

STEALS FROM FORMER MISTRESS.

A young Chinese woman, who got married a couple of months ago to a Chinese sailor, was charged at the Magistrate's yesterday, with stealing 40 pieces of jewellery, valued at \$800, the property of her former mistress.

It was stated that the defendant visited her mistress and stayed the night with her. The next morning, when the woman left, the mistress discovered that her jewel box had disappeared. She informed the Police, telling them of her suspicions, and the woman was arrested. She admitted taking the jewellery away and stated that she had left it at a hawker's stall. She took

Detective-Sergeant Doring to the place and in his presence demanded from the hawker the jewellery she had left in his keeping. The hawker was so flabbergasted that he commenced searching for a jewel box among some plums! The Police took the woman back to her house, which was searched, and the jewellery was eventually found in a clothes box.

Defendant said her husband did not visit her often. She could give no reason why she stole the jewellery.

Mr. Smith sentenced her to three weeks' imprisonment.

MYSTERIOUS MURDER AT SHAIKIWAN.

WOMAN'S BODY FLOATING IN THE BAY.

A mysterious murder has been revealed at Shaikwan by the discovery of a woman's body which was floating in the bay at Shaikwan. When the body was brought ashore and examined, several stab marks were found on it, and the head was hanging to the body merely by a piece of skin. The Police believe that robbery was the motive of the crime as the body was identified as that of a wealthy boat-woman, who disappeared a few days ago. On the day she disappeared she was wearing jewellery to the value of about \$40.

SCAVENGER TURNS THIEF.

A Chinese scavenger was sentenced to a month's hard labour for stealing an oil lamp, a joss-stick holder and two shirts from the residence of Mr. M. K. Lo, No. 53, Robinson Road.

CHILD STEALING.

Two Chinese women, sisters, were charged with stealing a two-year-old Chinese boy from the custody of his mother.

Mr. P. Jacks, Acting Crown Solicitor, prosecuted.

The following jury was empanelled: Messrs. E. L. Sim, J. J. Gibson, E. H. O'Farrell, H. O. Odell, J. E. Ellis, R. McMillan and Peter Wong. Mr. D. A. Goodwin, one of those who had been absent on the previous afternoon and had been excused because he lived in Kowloon, was again called and again found absent.

Mr. Jacks said that the child that had been stolen was a baby boy of two years who lived with his parents in a house in Yau-mat. The prisoners were both widows, and had apparently been accustomed to taking the child out with them frequently. On May 24th, they asked for permission to take the child out, and after some opposition on the part of the mother, they were allowed to do so. A little time had passed when the parents became suspicious, perhaps because they found that the prisoners had taken all their things away, and went out to look for their child, but without success. They reported the matter to the Police, and, finally, the child was found in Macao on June 14th. The prisoners denied having taken the child away.

The jury brought in a verdict of "guilty," and the prisoners were sentenced to five years' hard labour each.

COLD STORAGE HIGH-CLASS PROVISIONS

Shipped per Refrigerator from

SCOTLAND.

WHAT shall we have for Breakfast? This question is asked in nearly every household in the East every day in the year. We can answer it for you.

FINNAN HADDOCKS	per lb.	50c.
SELECTED KIPPERS	"	40c.
YARMOUTH BLOATERS	"	40c.
FILET SMOKED COD	"	60c.
SMOKED SCOTCH SALMON	"	\$2.00
FRESH	"	\$1.00

FRESH GRUYERE CHEESE	"	\$1.20
PINEAPPLE BACON	"	\$1.00
HAMS	"	\$1.00

LANE, CRAWFORD & CO.

DICK'S PATENT PACKING

(UNIVERSAL SIZE)

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG.

[469]

COLUMBIA NEW RECORDS

"SMILES"	FOX TROT
C1244 "MISSOURI"	WALTZ
"THE VAMP"	ONE STEP
A2758 "BEHIND YOUR SILKEN VEIL"	FOX TROT

The Anderson Music Co., Ltd.,

16, Des Voeux Road.

Tel. 1322.

117

Powell Ltd.

TELEPHONE 346

WE HAVE JUST RECEIVED A FRESH CONSIGNMENT OF

HIGH-CLASS SUMMER SUITINGS

IN

SUBSTANTIAL LIGHT-WEIGHT MATERIALS

INCLUDING

FANCY CASHMERES, WORSTEDS, FLANNELS, SERGES, ETC. ETC.

STYLE AND FIT EXCLUSIVE.

HIGH-CLASS TAILORS.

[38]

NEW ADVERTISEMENTS

"WANTED."
CAPABLE TYPESETTER French and English
or French only. Apply stating experience
and salary to—
BANQUE INDUSTRIELLE DE CHINE.
CANTON. [1232]

"WANTED."
EUROPEAN ENGINEER, highly qualified
(Diploma of Royal Polytechnicum), with
practical experience of Machine Building,
Railway Engineering, Shipbuilding, and
Electrical Engineering. Expert Draughtsman,
speaking four languages, first class references,
seeks suitable position.
Address offers to—
H. J.
Care of "Daily Press" Office.
[1233]

"WANTED."
BY Married Couple end of August or
beginning September Four or Five-
Roomed HOUSE (furnished or unfurnished),
Hongkong, mid-level or Kowloon.
Apply—
Care of "Daily Press" Office.
[1234]

"WANTED."
HOUSE or FLAT, furnished or
unfurnished, Peak or Upper Levels.
From about September. Box 1235.
Reply to—
Care of "Daily Press" Office.
[1235]

S.S. "FAUSANG."
TENDERS are invited for the purchase of
the WRECK of the above steamer as the
Hulk of the vessel.
H. J. & CO. LTD.
Agents, The Salvage Association, London.
Hongkong, July 20th, 1920. [1236]

NOTICE TO CONSIGNEES.
S.S. "LAKE QUTANO" VOYAGE HOME
FROM CALCUTTA VIA RANGOON
and SINGAPORE.

THE above-mentioned vessel having arrived
from the above-mentioned ports. Con-
signees of Cargo are hereby informed that they
must take immediate delivery of same from
alongside, and all Cargo impeding discharge
will be landed at their risk and expense into the
Public Mail Steamship Company's Godowns at
West Point, and stored at Consignee's risk.
Consignees of Cargo are hereby notified that
they must produce an Import Permit signed by
the Superintendent of the Imports and Exports,
Hongkong, before Bills of Lading can be
countered.
All broken, chafed and damaged goods are to
be left in the Godowns where they will be
examined on July 26th at 10 A.M.
All claims must be presented within a week of
the steamer's arrival here after which they cannot
be recognized. No claim will be admitted
after the goods have left the Godowns and all
goods remaining undelivered after July 27th
will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills
of Lading for counter-signing immediately.
PACIFIC MAIL STEAMSHIP CO.
As Operators, U.S. Shipping Board.
Hongkong, July 18th, 1920. [1237]

BANQUE INDUSTRIELLE DE CHINE.
FRENCH LOTTERY LOAN 5 PER CENT. 1919.

SUBSCRIBERS to the above-mentioned
Loan are advised that the Bonds have
arrived at the Banque Industrielle de Chine
and will be delivered against receipt.
Hongkong, July 14th, 1920. [1238]

TO LET.
CORRUGATED IRON GODOWN at
Yeamat.
Apply to—
THE HONGKONG LAND RECLAMA-
TION CO. LTD. [1040]

TO LET OR FOR SALE.
GLENSHIEL No. 141, The Peak, near
Barker Road Tram Station.
Apply to—
LINDSEY & DAVIS,
Alexandra Buildings. [1139]

FOR SALE.
NEW and COMPLETE PLANT including
Wiley Table for crushing and con-
centrating Ore. Just arrived.
For particulars apply to—
CARVALLO & COMPANY,
Machinery Department. [996]

FOR SALE.
No. 1, STEWART TERRACE, 67, The
Peak.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO. LTD.
Alexandra Buildings. [66]

INTIMATIONS

NOTICE.

WE have This Day REMOVED our
Office to the Top Floor of Nos. 250
251, Des Vaux Road (Central) (Mowbray
Kwong Sang Hong's main premises).
MOW FUNG & CO. LTD.
Hongkong, July 18th, 1920. [1224]

NOTICE.

THE interest and Responsibility of Mr.
HERBERT WILLIAM LOCKER in
our Firm ceased on the 30th June, 1920.
DEACON, LOCKER, DEACON &
HARSTON.
Hongkong, July 1st, 1920. [1133]

NOTICE.

WE are vacating our present premises on
July 31st, and removing temporarily
to No. 19, Lee Horse Street (next to Mac
Cheong, photographer). In order to avoid
as much as possible, the packing for removal
of the stocks at present displayed, we are offering
for a few weeks only Smoking Requisites, Cigars
and Egyptian Cigarettes, Virginia Cigarettes
and Tobacco at reductions of 15 per cent.
10 per cent; and 5 per cent. respectively.
TABAGUERIA FILIPINA.
10, Des Vaux Road, Central.
Telephone 3539. [1143]

THE STEAM LAUNDRY CO. LTD.

THE EIGHTEENTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company will be held
at the Office of Sir C. P. CHATEL, C.M.G., on
MONDAY, July 26th, 1920, at 12 Noon, for
the purpose of receiving the Report of the
Directors with a Statement of Account to the
31st May, 1920.
The TRANSFER BOOKS of the Company
will be CLOSED from 21st July to 25th July,
both days inclusive.
C. B. BROWN,
Secretary. [1208]

Hongkong, July 14th, 1920.

THE HONGKONG LAND INVESTMENT
AND AGENCY CO. LTD.

AN INTERIM DIVIDEND of Three
Dollars and Fifty Cents per Share for
the six months ending 30th June, 1920, will be
payable on WEDNESDAY, July 28th, on which
date Dividend Warrants may be obtained
on application at the Company's Office.
The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the 20th to
WEDNESDAY, the 28th July (both days
inclusive) during which period no transfer of
shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary. [1199]

Hongkong, July 13th, 1920.

THE HONGKONG CENTRAL ESTATE
LIMITED.

AN INTERIM DIVIDEND of Four Dollars
and Seventy-Five Cents per Share for
the six months ending 30th June, 1920, will be
payable on WEDNESDAY, July 28th, on which
date Dividend Warrants may be obtained
on application at the Company's Office.
The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the 20th to
WEDNESDAY, the 28th July (both days
inclusive) during which period no transfer of
shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary. [1197]

Hongkong, July 13th, 1920.

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar
and Seventy-Five Cents per Share for
the six months ending 30th June, 1920, will be
payable on WEDNESDAY, July 28th, on which
date Dividend Warrants may be obtained
on application at the Company's Office.
The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the 20th to
WEDNESDAY, the 28th July (both days
inclusive) during which period no transfer of
shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary. [1198]

Hongkong, July 13th, 1920.

THE HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE
DOLLAR per Share for the six months
ending 30th June, 1920, will be PAYABLE on
TUESDAY, August 10th, on which date
Dividend Warrants may be obtained on applica-
tion at the Company's Office.
The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, August 3rd
to TUESDAY, August 10th, both days
inclusive, during which period no Transfer of
Shares can be registered.
By Order of the Board of Directors,
JOHN ARNOLD,
Secretary. [1217]

Hongkong, July 17th, 1920.

SEAMEN'S INSTITUTE.

2, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile
Marine and R.M. Navy.
Reading and Writing Rooms, Billiard Room
Officers' Room, O.P.O.'s Room, Restaurant
Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Daypring". [78]

PREPAID "WANTED"
ADVERTISEMENTS.

ON and after this date advertisements of the
"Wanted" variety will be inserted under
a special heading in the "HONGKONG DAILY
PRESS" at a charge of
\$1.00 FOR THREE INSERTIONS
if they do not exceed 25 words in number
and are PREPAID.
An additional charge of 50 cents will be
made if the instructions for insertion are not
accompanied by cash.
Those who prefer their advertisements of this
description to be displayed in one inch space,
as hitherto, must give instructions accordingly
and will be charged at the old rates.

Letters are lying at this Office for
Boxes P, Q, U, A.D.

WANTED.—A MOTOR CYCLE.
English make, capable of taking a side-
car. Reply to Box A.E., "Daily Press" Office.
[78]

A. G. DA ROCHA,
IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2482.

HAVING been favoured with the instruc-
tions received from The Conserved,
will sell by Public Auction on WEDNESDAY,
July 21st, 1920, at 11 A.M. at Nos. 18 and 20,
Wyndham Street.

THE WHOLE STOCK IN TRADE
FURNITURE, FIXTURES AND SHOW
CASES OF THE "HOT" HOME OF
FASHION.

Comprising—
Ladies' Sweaters, Blouses, Day and Evening
Dresses, Hats, Singer's Sewing Machines,
Electric Fans, Furniture and Sundries.
Terms—Cash on Delivery.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2482.

HAVING been favoured with instructions
received from Mrs. CUNHA will sell by
Public Auction on SATURDAY, July 24th,
1920, at 11 A.M. at No. 30, GRANVILLE ROAD,
Kowloon.

EXCELLENT HOUSEHOLD FURNITURE

Comprising—
Iron Bedstead, Wardrobe, Chest of Drawers,
Desk, Chair, Dressing Table, Book case, Wash-
stand, Venetian Chair, Curious, Dining Table,
Upright Sewing Machine, Electric Fan,
Glass and Crockery Ware, Pictures, Curtains,
Marble Clock, Dinner Wagon, Toilet Set,
Cooking Utensils and a long line of Sundries.
Terms—Cash on Delivery.

PUBLIC AUCTION

By Order of the Mortgagees.

MESSEURS. LAMBERT BROTHERS have
received instructions to sell by Public
Auction

on

FRIDAY,

the 23rd day of July, 1920, at 3 P.M. at their
Sales Rooms, Duddell Street, Victoria,
Hongkong.

The following VALUABLE LEASEHOLD
PROPERTY situated at Victoria in the Colony
of Hongkong, viz—
ALL that piece or parcel of ground situate
at Victoria, described registered in the Land
Office as SECTION 5 of INLAND LOT No.
425 together with the messuage erected thereon
known as No. 6, West Terrace Victoria afore-
said. Term 999 years, from 28th May, 1855
created by a Crown Lease of the said Lot dated
17th April, 1855 Annual Crown rent \$6.46.
Area 2959 square feet.
For further particulars and conditions of
sale apply to—
JOHNSON, STOKES & MASTER,
Princes Buildings, Ice House Street,
Hongkong.
Solicitors for the Mortgagees,
or to
Messrs. LAMBERT BROTHERS,
The Auctioneers. [1162]

Hongkong, July 6th, 1920.

PALACE HOTEL, KOWLOON.

Corner of Halphong & Hankow Roads

Two Minutes from Ferry and Railway

station. This Hotel which has just been
completely renovated and refurnished is
now up-to-date in every respect and under
English Management.
Cuisine under personal supervision of the
Proprietor.
BAR AND BILLIARD ROOMS;
TERMS MODERATE.
Special Arrangement for Families on
Application to—
J. H. OXBERRY
Proprietor. [771]

ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December,

1919. With Index, Price \$7.50.

On sale at the HONGKONG DAILY PRESS

Office.

INTIMATION

Delightful & Refreshing
for Summer use.

Watson's

Ye Olde English

LAVENDER
WATER

\$1.25 \$2.00 \$3.75

Watson's

EAU DE
COLOGNE

(Cloche d'Argent brand)

A perfume that will satisfy the most
critical—in elegant crystal globe
bottles.

\$1.00 \$1.75 \$3.25

**A. S. WATSON &
CO., LTD.,**

THE HONGKONG DISPENSARY.

[11]

BIRTH.

SOUTHERTON.—At the French Hospital,
Hongkong, on the 18th inst., to Mr.
and Mrs. SOUTHERTON, of Nanning, a
daughter. [1230]

HONGKONG OFFICE: 10A, DES VAUX RD., C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 21st, 1920.

THE CRISIS IN THE NORTH.

In the estimate given in our Peking
Correspondent's cable to-day of the
casualties which resulted from the two
"skirmishes" briefly reported in a
previous cable, is approximately correct,
these engagements must have assumed the
proportions of important battles. Six
thousand casualties is a surprisingly large
number—a figure for which the previous
cable left us quite unprepared. Our
Peking Correspondent is a trained jour-
nalist of many years' standing, and when
he cables that the casualties are estimated
at 6,000 we feel assured that this
information is obtained from such sources
in Peking as may be expected to possess
the most trustworthy information. These
casualties represent the result of conflicts
on what is called the Eastern Front. Our
Correspondent informs us that the centre
of interest is now deflected to the Western
Front where CHANG TAO LIN's troops are
pouring in from the surrounding
territories. It is not very clear to foreign
readers what "principles" are at stake
in this conflict, and this has perhaps led
to some erroneous speculations. We have
heard, for example, the factions described
as Republicans v. Royalists. Nothing that
we have seen in the news from the North
has suggested that anything in the nature
of a Royalist movement is involved. It
appears to be simply a struggle between
the powerful Tsuchus of the North for
domination—an attempt on the part of the
Tsuchus of Manchuria and Chihli to
destroy the growing influence of the Anfu
Club, or the Militarist Party of which
Marshal TUAN is the recognized leader.

CHANG TAO LIN, who is mentioned by our
Peking Correspondent as pouring troops
into the Western suburbs of Peking, is the
great Manchurian Tsuchu (Military

Governor), and acting in co-operation with
him is TAO KU, the Tsuchu of Chihli,
and the principal Military prop of the
Chihli faction. The PRESIDENT of the
Republic is the nominal head of this
faction. Wu Pei-fu, the General who
distinguished himself by withdrawing his
troops from Hunan, thus enabling the
Southern troops to make an unexpected
advance a couple of months ago, is
evidently acting under the orders of TAO
KU. It seems a very involved situation
which only those who know the secret
desires and intentions of the leading actors
in the drama can unravel. Mr. J. O.P.
BLAND, in the third of his recent articles
in *The Times*, which we reproduced in
our issue of Monday last, wrote of the
Tsuchu, as evolved out of the chaos of the
revolution, as affording "an instructive
example of the results of endeavouring to
apply the theories and principles of self-
government to a race which is by nature
and education unfitted to receive it." These
predatory barons of the East, man-
darins all, he said, are the very last
word in self-determination. Under their
despotic and rapacious hands every pro-
vince has become a perfect paradise of
Home Rule, without the benefit of clergy,
at war within itself and with its neigh-
bours. Each of them may wish to be
"monarchs," but as we have said, not the
slightest indication is apparent yet that
there is involved in this disturbance
anything in the nature of an attempt to
restore to the Throne of China the
youthful Emperor now living in seclusion
under the tutelage of an Englishman
formerly in the Hongkong Civil Service,
or, for that matter, any other man as
Emperor. CHANG TAO LIN and his
coadjutors, figure as friends of the
PRESIDENT; Marshal TUAN, as may have
been gathered from a recent sketch we gave
of his antecedents, has been a staunch
upholder of the Republican system of
Government—or, as it would be better
expressed, a determined opponent of the
previous attempts to re-establish the
Monarchy in China.

As another illustration of the curious
complexity of the situation we may note
the report that at a meeting at Canton
attended by over one hundred members of
the so-called Southern Parliament a pro-
posal was brought forward that the
South-West Provinces should not join
President Hsu and General Tiao and
CHANG TAO LIN in fighting against TUAN
CHI-JUI, since they were "formerly on
friendly terms with one another." Yet the
Southern Government was actually created
as a protest against the policies of TUAN,
and quite recently TSEN CHUN-HSIAN, the
Head of that Government, publicly
declared that in his opinion "the con-
tinuance of internecine strife, waste of
wealth, and retarded development is attri-
butable to TUAN CHI-JUI, who has imposed
his autocratic will upon the Peking Govern-
ment in order to prevent the union of
North and South, and who is responsible
for the continued existence of the politi-
cally corrupt Anfu Club," etc. TSEN fur-
ther affirmed that during TUAN's Premier-
ship in 1917-18 loans amounting to the
enormous total of \$400,000,000 were obtain-
ed from Japan, "the resources of China
being sold, and her sovereign power alienated
to secure funds for the purpose of crushing
the South and consolidating TUAN's auto-
cratic power." For the moment at any
rate, TUAN's star seems to be declining,
though he is reputed to have China's best
troops under his orders. It is impossible
to say how far the present conflict may
extend, but there is much reason to fear
that it may not be confined to the metro-
politan provinces.

Five deaths from influenza occurred in
the Colony during last week.

A Chinese was fined \$15 at the Magi-
stracy yesterday, for stealing plants from
the Protestant Cemetery.

Great damage has been caused at Wei-
chow by a fire which broke out at the
arsenal on the evening of July 14th.

The night fete at the Victoria Recreation
Club, which was arranged for last night,
had to be postponed owing to the inclement
weather.

Manila Observatory yesterday afternoon
gave warning of a typhoon near or over
Balingtang Channel, direction un-
known.

The name of Surgeon-Rear-Admiral G.
A. Dreaper (stationed in Hongkong a few
years ago), figures in the last Honour-
able List as the recipient of a C.B. (Military
Division).

Over 11 inches of rain fell in the 48 hours
ended 10 a.m. yesterday. Our rainfall
this year has been 62.41 inches as against
46.68 inches for the corresponding period
of last year.

"A paragraph in a Straits paper men-
tions that the Hon. Mr. Claud Severn,
U.M.C., was among Eastern residents who
watched the race for the Derby from the
Sports Club stand at Epsom.

The heavy rains were responsible for
the collapse of the retaining wall of Mr.
E. dos Remedios' house at Ho-min-tia,
known as the Kowloon Garden City, on
Monday night. Fortunately no one was
injured.

A pawn-broker was charged at the
Magistracy yesterday, with receiving to
pawn a quantity of Police uniforms. He
was allowed out on bail of \$100. Mr.
MacNamara, of Messrs. Deacon, Lockyer,
Deacon & Harston, appeared for the
defence.

Five cases (four deaths) of plague, seven
cases (three deaths) of enteric fever, two
cases (two deaths) of cerebro-spinal fever,
one case (one death) of small-pox, and one
case of diphtheria were reported in the
Colony during last week. One case of
enteric fever was reported on Sunday and
Monday.

A Chinese has been arrested for receiv-
ing one passage ticket made out for an-
other man, to the value of G.\$244; an
exchange bill for G.\$300; two American
passports and other documents. He told
the Police that he was engaged by com-
plainant to make enquiries as to the
missing articles.

It is stated in the *Canton Times* that
Chan Ngai-sung, Editor-in-Chief of
Jan Pau, a Chinese newspaper in Hong-
kong, was recently banished by the Hong-
kong Government because he allowed
a false telegram concerning Tsen
Chun-hsien, Administrative Director of
the Military Government, to be printed in
a recent issue of his paper.

A Chinese was found travelling on the
Kowloon-Canton Railway, between Shum
Chun and Kowloon without paying his
fare. When charged, he said that he had
overslept. He travelled from Canton and
intended stopping at Shum Chun. The
Ticket Inspector said he believed the man
was not a native of Canton, and the
Police were asked to see that the man was
sent back to Shum Chun as he had no
money.

Mr. Wen Tung-yao, Minister of Foreign
Affairs of the Military Government, has
addressed a lengthy note to the Diplomatic
Corps at Peking through M. J. Beau-
vais, Senior Consul in Canton and
Consul for France on the subject of the
Customs Surplus. It is stated *inter alia*:
"Of our share of the Customs Surplus it
is to be detained any longer, there is im-
minent danger not only of our reception of
front in other places than Hsuan ream-
ing hostility, but of the soldiers in Kwangtung
breaking out in mutiny."

There are conflicting reports in the Can-
ton papers regarding the disturbed state
of the interior of the province. Passenger
junks were afraid to leave Canton last
week for points on the West River, but
traffic was resumed on Monday night and
yesterday. There had been apparently
some intention on the part of "the revolu-
tionists" opposed to the present Canton
Government" to launch an attack upon
Canton next week from four different
quarters, but apparently the movement has
collapsed. On semi-official authority we see
it stated that two Canton Government
gunboats, which were trying to join the
revolutionists, "misinterpreted their plans, and
are now being returned to Canton, where
the officers will face their trial."

YESTERDAY AFTERNOON'S
CONCERT.

Lovers of music in Hongkong enjoyed
themselves in fullest measure, in the highest
musical sense, yesterday afternoon, when
four foreign artists, Signor Amelias, Mme.
Silvestri, Mlle. Rosa Filocamo and Mlle.
Elena Filocamo, assisted by two local pro-
fessional teachers of music, Mrs. Gordon,
who has only recently arrived from Aus-
tralia, and Mr. E. Danenberg, gave a concert
at St. Andrew's Hall. Signor Amelias and
Mme. Silvestri had appeared in Hongkong
before and had won great praise from such
persons as were able to appreciate good
music, but the chief attraction yesterday
was Mlle. Rosa Filocamo, a young lyric
soprano who has earned the highest enco-
miums wherever she has previously ap-
peared. Yesterday saw her first local ap-
pearance, and it is not too much to say that,
as an operatic singer, pure and simple, she
stands in the very highest class. A voice
of the purest texture, backed by a very
becoming appearance, is certain to take her
far in opera. The sweetness of expression,
which she puts into her singing and the
ease with which she pours up to the highest
register possible for a soprano were the
qualities which earned for Mlle. Filocamo
yesterday the genuine appreciation of over
200 music-loving people.

As good as were the solo items, both
vocal and instrumental, the duets were
better. The first duet by Mme. Silvestri
and Mlle. Filocamo was a thing of joy, and
when they followed it with a rendering to
that familiar tune "Nights of Gladness,"
they were cheered to the echo. The man-
doline duets by Signor Amelias and Mme.
Silvestri were the highest thing in music
as produced from the mandoline. Indeed
few realised that the mandoline could reach
such heights of tuneful music as were reach-
ed. A great favourite was little Elena
Filocamo, the seven-year-old sister of Mlle.
Rosa Filocamo. This child sang a duet
with her sister, as well as two solos, and the
audience cheered her wildly. Coming from
such a family, she is certain to become, in
good time, a high class soprano—that is, if
her parents do not try any experiments
with her vocal chords at her present tender
age.

CABLES.

LATEST CABLES.

[THROUGH ROUTE'S AGENCY.]

SINN FEIN OUTRAGE.

POLICE COMMISSIONER SHOT DEAD.

London, July 18th.

The Munster Police Commissioner, Colonel Smyth, has been assassinated in the County Club at Cork.

Fourteen armed men forced their way into the club and fired on the Commissioner who fell riddled with bullets and died almost immediately.

There is unusual military activity in Cork, and some arrests have been made. An ex-soldier who became friendly with the military has been killed.

HOW SINN FEINERS ENTERED CLUB.

A dozen men at 11 o'clock at night walked into the Club. Some guarded the door and others proceeded to the smoking room, where Colonel Smyth, who was a Victoria Cross holder, was talking to two other gentlemen. The raiders fired several shots.

Colonel Smyth, who rose, staggered, and tried to run again, was shot and fell dead. The County Inspector, Mr. Craig, was wounded in the leg. The raiders then disappeared.

Colonel Smyth's name was prominently mentioned in the House of Commons last week owing to the speech which he was alleged to have made to the police at Lendow (L. Listowel), ordering the men not to be afraid to shoot effectively. He had just returned from London where he had given the Irish Office an explanation of the affair.

FIGHTING IN MESOPOTAMIA.

COMMUNICATION RESTORED BETWEEN BASRA AND SAMAWA.

ALAMAHAD, July 17th.

A message from Baghdad states that operations on the Lower Euphrates are continuing. A brigade under Brigadier-General Conyngham, has been concentrated in the Diwaniyah area and communication has been restored between Basrah and Samawa by means of armoured trains which co-operated with the defence vessels and troops at Samawa. The defence vessels recently sharply engaged the Arabs. There is considerable effervescence in the Shatrah district, but elsewhere all is quiet.

FARM LABOURER'S FORTUNE.

SENSATION IN MASSACHUSETTS HAMLET.

New York, July 18th.

The hamlet of Boylston in Massachusetts has experienced a great sensation by the discovery that a local farm labourer David Cant is one of the heirs to a million dollar estate in Dundee for whom lawyers have searched for years.

GOVERNOR COX.

PRESIDENT WILSON'S SUPPORT.

WASHINGTON, July 18th.

After conferring an hour with Governor Cox, the Democratic candidate for the Presidency, President Wilson stated that he had found that they were absolutely in accord regarding the League of Nations. Mr. Cox will have the support absolutely of the United party in championship of the honour of the United States and to secure the peace of the world.

After the conference with President Wilson, Governor Cox declared that, if elected, he will endeavour with all his strength to give what President Wilson promised to those sacrificed in the war. He and President Wilson agreed in regard to the meaning and sufficiency of the Democratic platform and the duty of the Democratic Party in the face of the threatened bad faith to the world in the name of America.

OLYMPIC GAMES.

UNITED STATES "STARS."

BOSTON, July 19th.

Over a hundred leading athletes mostly College "stars," have been finally chosen to represent the United States in the Olympic Games at Antwerp, including Meredith the winner of the 800-metre race run at Stockholm in 1912.

END OF THE WAR.

WHEN IT WILL OFFICIALLY COME.

LONDON, July 18th.

An Order in Council states, in order to remove misapprehension, that the date of the termination of war with Germany was January 10th last, but the termination of the war as a whole will be when the last of the peace treaties is signed and ratified.

SUICIDE OF GERMAN PRINCE SUFFERING FROM MELANCHOLIA.

BERLIN, July 18th.

Prince Joachim who was suffering from great mental depression has shot himself.

INTERNATIONAL MERCANTILE MARINE.

LARGE INCREASE IN GROSS EARNINGS.

New York, July 19th.

The gross earnings of the international mercantile marine last year was \$87,500,000, as compared with \$34,500,000 in 1918. The profit in 1919 was \$17,625,000, as compared with \$13,000,000 in the year previous. The surplus was \$30,125,000.

[THROUGH ROUTE'S AGENCY.]

INSULT TO THE FRENCH FLAG.

GERMANY AGREES TO MAKE AMENDS.

SEA, July 15th.

A Havre message says:— It is reported that France has made the following demands in connection with the insult to the French flag in Berlin:—The chief of Police to be dismissed; a personal apology by von Daniel and the German Foreign Office to be given to the French Embassy in the presence of a guard of Reichswacht, saluting at the ceremony of re-hoisting the flag. The German Government is said to have yielded on all points.

CZARINA'S JEWELS IN AMERICA.

IN POSSESSION OF A MASSACHUSETTS CLERGYMAN.

A handsome fan, bought by the Czar of Russia as a love token for the Czarina the first time the royal couple visited Paris after their wedding, a baptismal bowl, 1,100 years old, from which all members of the royal family were baptized, several bracelets belonging to the Czarina and a number of other intimate trinkets owned by the unfortunate Czarina and her daughters are now in the possession of the Rev. Dr. John Logan Findlay, pastor of Old South Church, Worcester, Mass., and are stored away in a local bank for safe keeping, says the New York World.

These articles were all purchased by the Rev. Dr. Findlay from rum-crazed soldiers of the Kerensky regime as they staggered out of the great Winter Palace in Petrograd heavily laden with all kinds of property owned by the Czar, Czarina and her children.

The soldiers had looted the place from cellar to roof and seemed to take especial joy in the various trinkets and trinkets found in the apartments of the Czarina and her unfortunate daughters.

BAPTISMAL BOWL OF SILVER.

The ancient baptismal bowl is small, of silver, with an exquisite flower design on its exterior, which is carried out on the interior inside the bowl. The flower motif is inscribed in gold on a rich, old blue enamel background, with the petals of the flowers, which number hundreds, set in pearls and other precious stones. Tiffany of New York valued this treasure at \$2,000.

The most gorgeous object of the collection is the large fan. The long white feathers are mounted on carefully selected mother of pearl sticks. On one corner of the fan is a coffee stain, the story of which was told to Dr. Findlay by Tatiana, the second daughter of the Czar, not long before her tragic death. The stain came upon the fan at a reception which the Czarina attended, and she was greatly distressed at the accident, which, however, does not affect the valuation of the fan, which Tiffany put at \$5,000.

BRACELETS 800 YEARS OLD.

Two quaint silver bracelets, 800 years old, which were taken by a soldier from the Czarina's apartments, are also in the collection. The old-fashioned design of the engraving as well as the shape of the bracelets speak their antiquity.

Included in the historic collection are a knife, fork and silver, said to be among the first made in Europe. The short ivory handles are oddly engraved, and all three show beauty of design and proportion. These were among the curious at the Winter Palace.

The heart-shaped boxing irons are other objects of interest in Dr. Findlay's collection, not for their beauty, but for the use to which they were put in older days. With one of these in the palm of each hand, two combatants often decided the issue between armies—a custom which at least prevented great sacrifice of human life.

THE SITUATION AT PEKING.

6,000 CASUALTIES IN THE FIGHTING.

ACUTE FOOD SITUATION IN THE CAPITAL.

[FROM OUR OWN CORRESPONDENT.]

PEKING, June 19th.

Apparently there has been no further fighting on the Eastern front. The casualties in the fighting are estimated to have been about 6,000 up to the present.

The Frontier Defence Force is suffering from deficient commissariat. The centre of interest has been transferred to the Western Front where General Chang Tso-lin's troops are pouring in.

The city gates of Peking were closed on Sunday, but were reopened partially to-day.

The food problem is very acute and the Diplomats are being requested to approach the military authorities to permit one food train daily to reach Peking. The foreign hotels have only one day's supply.

[THROUGH ROUTE'S AGENCY.]

JAPANESE PROPOSE TO OCCUPY RAILWAY.

PEKING, July 17th.

Fighting has occurred at Kwanchun. The wounded are arriving in Peking. The city is quiet, but telegraphic and railway communication with Tientsin is interrupted. Mediators despatched to reconcile the opponents have returned, having proved unsuccessful in their efforts to mediate. It is reported from Tientsin that the Japanese were anxious to occupy the railway to prevent the transport of troops, but the other commanders failed to agree.

BISLEY RESULT.

LONDON, July 18th.

Lieut. F. D. Evans, Malay States, won the N. R. A. Badge and 22 in the King's Prize competition at Bisley.

DIPLOMATIC NOTE TO THE CHINESE GOVERNMENT.

The following diplomatic note was recently handed to the Chinese Government:— The Foreign Powers have previously just often had occasion to express their reprobatation of fighting at many points in China and also in the environs of the capital. The Diplomatic Corps wish to express their confidence in the President and trust that he will be able to exercise the generous principles of humanity, which the local factions may not understand. They also recall the solemn obligations, undertaken by the Chinese Government concerning the protection of foreigners, and declare that they hold the Government responsible for all injury incurred by foreigners, or damage to their property resulting from the troubles. The Diplomatic Corps express the hope that dispositions will be taken to avoid the entry of armed troops into Peking, and the use of aeroplanes to bombard the city.

JAPAN'S POLICY IN THE CRISIS.

OFFICIAL DENIAL OF RUMOUR.

We have been furnished by the Consul General of Japan in Hongkong with the following translation of an official communication announcing the policy followed by the Japanese Government in regard to the present situation in China:—

Since the outbreak of disturbance in Hunan, which had every promise of still further complicating the political situation in China, the Japanese Government has maintained the attitude of strict neutrality, and impartiality, warning their officials and subjects against taking any action against any action that might be taken for interference in the political strife. As was feared, the situation has now been aggravated to a point where provinces of Northern China are threatened with dire evils of military conflicts, the results of which nobody can foresee. As is customary in a situation like the present, there have been about rumours that a certain group of Chinese approached Japanese capitalists with a secret demand for war expenses, and more recently it has been alleged that the Japanese Government are covertly backing the one faction against the other. These rumours concerning the part which Japan is wantonly represented to be taking in the development of disturbances, have given rise to so much misunderstanding that it is even said that a conference or meeting is going to be held for the purpose of lodging a protest with the Japanese Government. The Japanese policy of non-interference and impartiality towards any internal feuds of China has, on occasions, been declared. It may not, however, be amiss at the present moment, to declare once more, that that attitude of neutrality has not been and will not be changed; that necessary instructions to that end have already been given to civil and military officials in China, and that rumours and allegations above instanced are entirely groundless.

As for the Japanese military officers who are in the employ of the Chinese Government for the purpose of training the Frontier Defence Army, nothing is further from the truth than the inference that the Japanese military authorities are, through that medium, interfering in the internal political disturbances of China. These officers belong to the training schools, which are

(Continued at foot of next column.)

JAPANESE PIGEON SERVICE.

BETWEEN TOKYO AND ISLES OF IZO.

The project of a submarine cable to Hachijo-jima having been given up, the Japanese Government has now decided to inaugurate a system of carrier-pigeons as a means of communication between Tokyo and that remote island.

Hachijo-jima is the largest, and southernmost of the Isles of Izu, lying off the east coast of Japan. Owing to the difficulties of irrigation, agriculture is the main occupation of the inhabitants. Hachijo-jima is a particular weave of silk that is known as over Japan. The island is also famous for the camellia oil used by Japanese women for their hair which comes from there.

Last March we received a request from an official of Hachijo for 20 carrier pigeons, said the military officer who is in charge of this branch of military communications. "We granted his request, and since that time Mr. Kikuchi of the island has been studying the method of using, and the training of our carrier pigeons at Nakano in the suburbs of Tokyo.

Recently an experiment with the pigeons was successfully carried out from Kojima, one of the Izu islands. Another experiment will be tried soon from Agashima, 38 nautical miles from Hachijo, and we have great hopes of success. After this we will make the attempt from Tokyo. If communication with Tokyo and this isolated spot by means of the pigeons is actually established, the old saying "Tori mo kani wa na Hachijo-jima," or "To Hachijo, Island even the birds do not fly back and forth" will pass out of the minds of the people, like many other customs of Japan, into a thing of the past. At the present time there is steamer communication between Tokyo and Hachijo-jima with three sailings a month.

OSAKA UNEMPLOYED.

TO BE EMPLOYED ON MUNICIPAL ENTERPRISES.

The Social Affairs Bureau in the Osaka Municipal Office entertaining very optimistic views with regard to the question of the unemployed, which is now becoming a problem throughout Japan.

According to the latest returns issued by the Bureau, the total number of workmen thrown out of employment up to June 30th in that city numbered some 15,000. Of these, 12,000 men have been sent back to agricultural districts, but the rest are still unemployed. The authorities intend to employ them in a series of municipal enterprises under contemplation. It is estimated that some 30,000 workmen will be required for the reconstruction work "promoted" in connection with the waterworks and the construction of the Osaka Bay wharf and the repairs of the roads in the suburban districts.

FLOOD DAMAGES IN JAPAN.

MANY TOWNS SUFFERING.

With the advent of the rainy season in Japan, rain continues to come in of damages caused by floods in various parts of the country. The authorities annually estimate large sums for the reconstruction of waterways and to minimize the damage that rain-swollen rivers, overflowing their banks, annually are responsible for.

A message from Toyama reports that owing to the successive and most continuous falls of rain in that locality, the Jinzu river, which flows past that town, has overflowed its banks and nearly one-third of the dwelling houses in Toyama have been submerged.

Funatsu reports state that several bridges were swept away as a result of the heavy rains. Many people are reported to have lost their lives, while over 50 houses were submerged.

quite independent from the Frontier Defence Army itself, and are, therefore, shut out from a semblance of interference in the mobilization or disposition of that Army. They were, moreover, admonished by the Japanese Government at the outset of the present disturbance to have absolutely nothing to do with the activities of the army. The instruction has been faithfully followed by these officers.

TSAO KUN'S MANIFESTO.

The following manifesto recently addressed by General Tsao Kun to the President, through General Chang Tso-lin, throws light on the circumstances leading up to the present disturbance:— "The wicked An Fu Club, which has disturbed the peace and order of the country, has long been hated by the people of this country and doomed by Heaven. I have repeatedly requested the Central Government to punish those notorious leaders of the clique, but my requests have all been ignored. It is now reported that this clique has made a desperate attempt to bring the nation to the brink of perdition. The members of the clique have decided to get General Tsao to organize a Cabinet, whose policy is to sell the country. It is found that Hsu Shu-ting is the promoter of the treacherous policy and has been doing his worst to betray the interests of the nation. All officers and men of my army have been urged to go so far as to demand an immediate march towards Peking to destroy the clique and all the traitors. It is requested that steps be taken by the President to deprive Hsu Shu-ting of all his ranks, decorations, etc. If the President should hesitate there will be no other means to appease the indignation of the army, and I will not hold myself responsible for their actions, but will have to allow them to act according to their own wishes. I am awaiting the President's mandate to deprive me of my rank and office, etc."

OUR SCOTTISH LETTER.

KING'S BIRTHDAY HONOURS.

SCOTTISH RECIPIENTS.

[FROM OUR OWN CORRESPONDENT.]

June 9th.

The King's Birthday Honours list includes a number of distinguished Scotsmen. Sir John Lorne Macleod, who is made a Knight Grand Cross of the British Empire Order, was much in the public eye as Lord Provost of Edinburgh throughout the whole time of the war. He now occupies the post of Food Commissioner for Scotland.

Among the K.B.E.'s are James Dundas (Grant, M.D., the eminent rural specialist, and adviser to the Ministry of Pensions, and Alexander Walker, director of John Walker & Sons, Kilmarnock, a firm which this year attains its centenary. He held several posts under the Ministry of Munitions, and since the Armistice has been engaged on reconstruction work.

Honorary have been conferred upon John Anderson, of P. & W. Anderson, contractors, Glasgow. He organised several works for the Government, and had under his direction 15,000 men. The firm offered their whole organisation and staff to the War Office as a complete working unit, which was accepted, and as a result a very large number of men were recruited for the Royal Engineers. Peter Jeffrey Mackie, of Corraught, Ayrshire, (Chairman of Mackie & Co., distillers. He has written much on Tariff Reform, made a gift of pedigree cattle to Rhodesia, and financed the Mackie Anthropological Expedition to Uganda. John Henderson Stewart, F. N. Gask, Castle, Perthshire, sole partner of Alexander Stewart & Sons, distillers, Dundee, deputy chairman of the Sheffield Steel Products, and chairman of the Scotch Rubber Sponge Products. Professor James Blacklock Henderson, a Glasgow man, who

held several academic posts in Glasgow University, and is now Professor of Applied Mechanics, R.N. College, Greenwich. Knightships have been conferred upon John Brown, Aberdeen, prominently identified with the trawling industry. Joseph Dobbie, S.S.C., Edinburgh, a former member for Ayr Burghs, recognized as an authority on mercantile and agricultural law. Henry S. Keith, Provost of Hamilton. Walter Guy Kirkwood, late Secretary of Post Office, Edinburgh. James Simpson, LL.B., Edinburgh. James Lawton Wingate, President of the Royal Scottish Academy.

HONOUR FOR LABOUR PROFESSOR.

Professor John Stephenson, Principal of Lahore College, Lieut.-Col. I.M.S., has been awarded the Keith Prize of the Royal Society of Edinburgh, for a series of papers on Oligochaeta and other Annelida. ROYAL CALEDONIAN BALL.

The first Royal Caledonian Ball since the war, held in the Connaught Rooms, was attended by the elite of Scottish Society in London. Twelve reels were danced. The first was a Sixteensome, and taking part in it were the Duchess of Atholl, Lady Alice Douglas-Scott, Sir Malcolm Murray, Lord James Stewart-Murray, and Lady Elizabeth Bowes-Lyon. Among those who danced in the other reels were the Marquis of Bute, Lady Margaret Douglas-Scott, the Countess of Elgin, Lady Semphill, the Marchioness of Bute, Lord Erskine, Lady Hay of Hayston, Lord and Lady Edward Hys, the Earl of Cassilis, Sir Simeon Stuart, Lord Carnegie, and Lady Mary Carnegie.

THE MORRISON FAMILY AND SPORT.

Morrison of Peking was a frequent visitor to Glasgow when his brother Reggie was studying medicine at Edinburgh University, says the Herald. One of his most intimate friends was the late James Steel, a city stockbroker, who, along with Brigadier P. W. Hendry, Dr. John F. Fergus, and Dr. R. W. Wemyss, now Professor of Moral Philosophy in one of the American Universities, formed the old Lanarkshire Bicycle Club. Dr. George Morrison was keenly interested in sport of all kinds, the venturesome as well as the contemplative, and his brother, Dr. R.H., figures among the immortals of Edinburgh University Athletic Club. Reginald played Rugby for his University, and represented Scotland in its three international games in 1886, while on the path he earned distinction over distances from the furlong to the half-mile.

CARNOSTIE.

To every Scot, and especially to every Scot North of the Forth, Carnoustie spells "golf." There is no poetry about Carnoustie; the name stands in the way, you cannot get a rhyme to its syllables. "golf." The nature of Carnoustie is all against poetic dreaming. It is a bluff, cheerful, open-air sort of place. It has quantities of sand, enough to make many walrus of carpenter weep copiously. The sea in front of it is illimitable; it has a vast spaciousness; and bracing winds sweep over its sands and turf. It is a place of freshness, of vigour, of movement.

Carnoustie's energizing qualities react surprisingly on different individuals, says "H." in the Scotsman. I recall, at one of the boarding-houses, a young woman from an affluence London suburb. She began the day with a pre-breakfast swim. The forenoon was spent in golf. In the afternoon she rested by again bathing and playing tennis. In the evening there was another round of golf. It will not surprise any one to learn that in depth of colour she could give points to any native nut-brown maiden. On the other hand, an athlete from Edinburgh managed a languid dip on sunny forenoons when the tide was suitable. During the afternoon he lolled in a deck chair in the garden. After the evening meal he managed to stroll as far as the newsgate for an evening paper. Thereafter he felt that he had earned a night's repose.

There is an alluring natural avenue, sheltered by turf-covered ridges of sand which on Sundays is a fashionable promenade and a favourite spot for a picnic. During the rest of the week it is part of the golf course. This golf course at Carnoustie has disconcerting effects on some people. There is a stream which golfers have been known to miss no chance of playing into it. Thus there has sprung up a regular industry among the meanderers all over the place, and good Carnoustie people of recovering golf balls from the water at a fixed tariff. It is understood that the National Insurance authorities, considered carefully whether this employment could properly be considered casual, and therefore free from the necessity of stamping cards, as the regularity of the arrival of the balls seemed to exclude that theory.

WHAT HE TOLD THE WIFE.

Of course a man does not tell his wife what is true, only what is convenient. That, at least was the view of a husband as reflected in his evidence in the course of a domestic inquiry at Edinburgh Sheriff Court. The husband was the first to step into the witness-box, and in answer to the Sheriff replied that he earned £3, 6s. a week. He was followed by his wife who, in the course of her evidence, remarked that her husband only earned £5, 10s. per fortnight. "But your husband tells us he earned £3, 6s. a week," said the Bench. The look of amazement that passed from wife to husband caused the Sheriff hastily to apologise for having intruded on a domestic secret.

A GLENAGLES GOLF STORY.

Colonel Bogey is a little late with this tale, but he says he has been out of town. Ted Ray, of Oxley, playing in the recent golf tournament at Glenagles, lost a hole rather curiously. He broke the rules of the game by picking up an obstacle that lay in front of his ball in a bunker. That any professional should do so seems remarkable. But the explanation is that the obstacle was a lady's gold wristlet watch that had evidently been dropped by a fair member of the crowd upon the course.

PERHAPS IT WAS MEANT AS A GIFT TO THE DOUGHTY TED.

Did not Roman ladies of fashion in the old days throw their jewels to famous gladiators?

ENGAGEMENT.

The engagement is announced, and the marriage will take place shortly in India, of Patrick Robert Cadell, C.S.I., C.I.E., Indian Civil Service, younger son of the late Colonel Thomas Cadell, V.C., C.B., of Cockenzie, and Agnes Aimee, elder daughter of Mr. John Kemp, of Lincoln's Inn, barrister-at-law, 1 Onslow Square, London.

MARRIAGES.

Miss Peggy Tennant, a popular member of the Tennant family, the elder daughter by his second marriage of the late Sir Charles Tennant, Bart., former M.P. for Glasgow, and for Peebles and Selkirk, was married at Holy Trinity Church, Sloane Street, London, to Mr. John de Vere Loder, of the Foreign Office, only son of Mr. Gerald and Lady Louise Loder, and grandson of the tenth Duke of St. Albans. The bride's mother is now Mrs. Geoffrey Lubbock, having married Major Geoffrey Lubbock, a cousin of Lord Avebury.

The marriage took place at St. Andrew's Church, Denton, of the Master of Salmons, the Hon. Alexander Arthur Fraser, M.C., Gordon Highlanders, eldest son and heir of Brigadier-General Lord Salmons, C.M.G., and Lady Salmons, to Dorothy, daughter of Sir Charles and Lady Maria Welby, of Denton Manor, Grantham.

Precedence in children takes the form of a surprising diplomacy in some cases. So it was in that of the little girl who, on entering a crowded bus, had to sit beside a gentleman with accents evidently of some quantity of piquant whiskey. After looking round anxiously for a few seconds, light dawned on her. She turned to her mother and remarked: "What a lovely smell of tiff!"



Keep your breath sweet, your liver free from bile and your head clear with
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A teaspoonful in a glass of water morning will keep you healthy.
For Sale At All Chemists.

MARRIAGE NO FAILURE. DUNMOW FLITCH FESTIVAL AT ILFORD.

The concluding scene of a Whitsun carnival held on May 24th, at Ilford, one of the Essex dormitories of London, would have amazed anyone who came upon it by chance, says a report in *The Times*. A man and woman, seated in a big, old-fashioned chair, and bashfully smiling, were being carried shoulder high, preceded by a brass band and attended by an enormous crowd, cheering and laughing. What would have puzzled the chance spectator most was the huge side of bacon, decorated with ribbons which hung suspended above the chair. Ilford, in fact, was reviving the ancient custom so long associated with Dunmow of awarding a flitch of bacon to the happiest married couple that could be found locally.

The ceremony of "chairing" was preceded by a court, held in the military hall of the Gordon Club grounds, for the trial of the claimants, and an audience of well over a thousand people extracted a good deal of amusement from the consideration of the question—Is marriage a failure? The most conspicuous object in the court was the flitch of bacon, which was to be given to the couple who could prove that they had lived together for a year and a day without any quarrel and without wishing themselves unwed. It hung to the right of the judge, beribboned as a thing so rare and costly well deserved to be, and what the audience appeared to envy the claimants most for was not so much their domestic felicity as the chance they had of consuming so desirable an object.

The married couples who claimed the flitch were three in number, the husbands being school teacher, police constable, and sign-writer, and the ages between 30 and 40. They sat together in a box to the left of the judge, and gave no sign whatever that, in the language of the old police court reporter, they felt their position acutely. Opposite to them were the jury—six maidens and six youths—who were to decide which of them deserved the bacon. The judge, on the bench, wore the wig, scarlet and ermine of the High Court of Justice. In the wall of the court were the opposing counsel, for the claimants and the flitch, two for each male and female, the men in recognized professional garb, and the girls in scarlet gowns and caps.

The proceedings gave rise to some excellent fooling which the audience greatly appreciated. But perhaps the most remarkable thing that came to light was that "a marriage is a failure" is quite a medieval antiquity. It was stated that the first record of the award of the Dunmow Flitch was in 1445. That was before the Wars of the Roses. But the custom was established by the tenure of the Manor of Dunmow, so long ago as 1444. It did not come out why Dunmow gave up the custom, whether it got tired of it after so many centuries, or what is more likely, was alarmed by the dearth of bacon and the rise in its price. But Ilford, in reviving the custom, hopes to make it a part of a permanent Whitsun carnival. Ilford claims to have obtained the flitch local accessories—the Dunmow Chair, the Dunmow Kneeling Stones, on which the happy pair who are awarded the flitch kneel as they make declaration of their unclouded married life, and certainly the side of bacon was branded "Dunmow".

The cases of the claimants were heard in turn. Written testimonies of friends to their married happiness were first read; they then submitted themselves to examination and cross-examination; and finally there were addresses by counsel to the jury and the summing up of the judge. Mr. W. J. Coughlan. The jury deliberated in their box, and awarded the flitch to Mr. and Mrs. A. W. Gray, of East Ham, who have been married for 17 years and have three children. Mr. Gray is a metropolitan police constable. The verdict was not only endorsed by the audience with loud applause, but the other claimants very heartily congratulated their successful competitors.

Mr. and Mrs. Gray knelt on the identical pair of stones which are said to have been used for this purpose at Dunmow from time immemorial, and the following ancient declaration was administered to them by the judge:

You shall state by Custom of Confection, That you ne'er made nuptial transgression.
Nor since you were married man and wife By household brawls or contentious strife.
Or otherwise as bed or at board Offended each other in deed or word.
Of in a twelvemonth and a Day Repented not in thought any way.
Or since the parish clerk said Amen Wished yourselves unmarried again;
But continued true and in desire when you joined hand in holy Quire.
They were then chaired round the grounds, which were packed with people.

M. KRASSIN'S FLAT IN CURZON STREET.

The *Daily Telegraph* in chronicling the fact that M. Krassin (the Envoy of the Soviet Government) had taken as his private residence while in London a handsomely-furnished flat at 44, Curzon-street, Mayfair, at a rent of 200s. a week said: "He has had to buy the furniture for £10,000, a figure which affords, with the high rental, some indication of the means at the disposal of this ardent labourer in the cause of the proletariat." The curious and indeed, amusing feature of the transaction is that for about two years before the war the flat in question was tenanted by the Grand Duke Dmitri of Russia—one of the gentlemen who later on took part in the killing of the monk Rasputin—who furnished it sumptuously. When he left England he made the flat and its contents over to a friend, and it has passed through several hands since, then until, by a strange coincidence, it now passes into those of M. Krassin.

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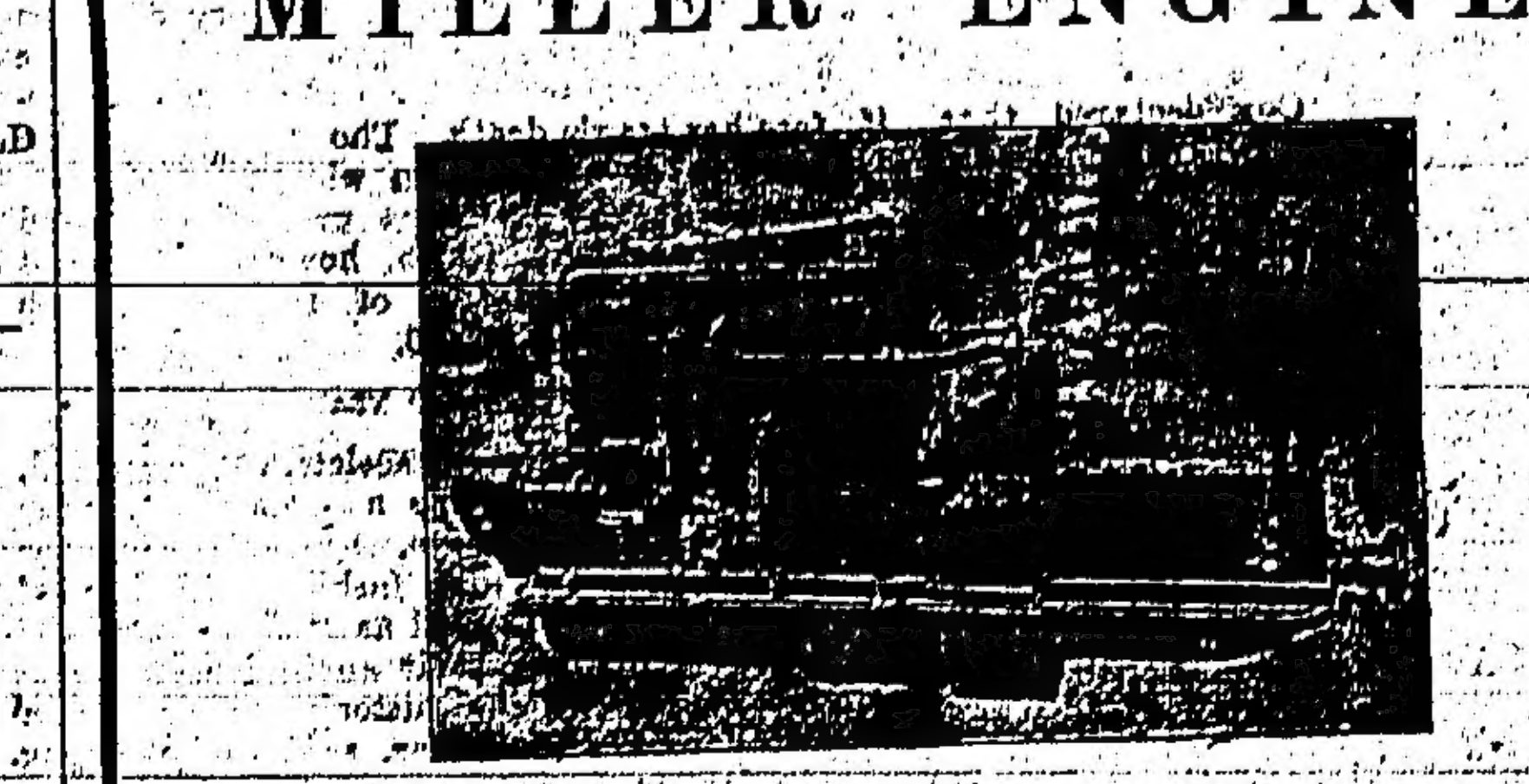
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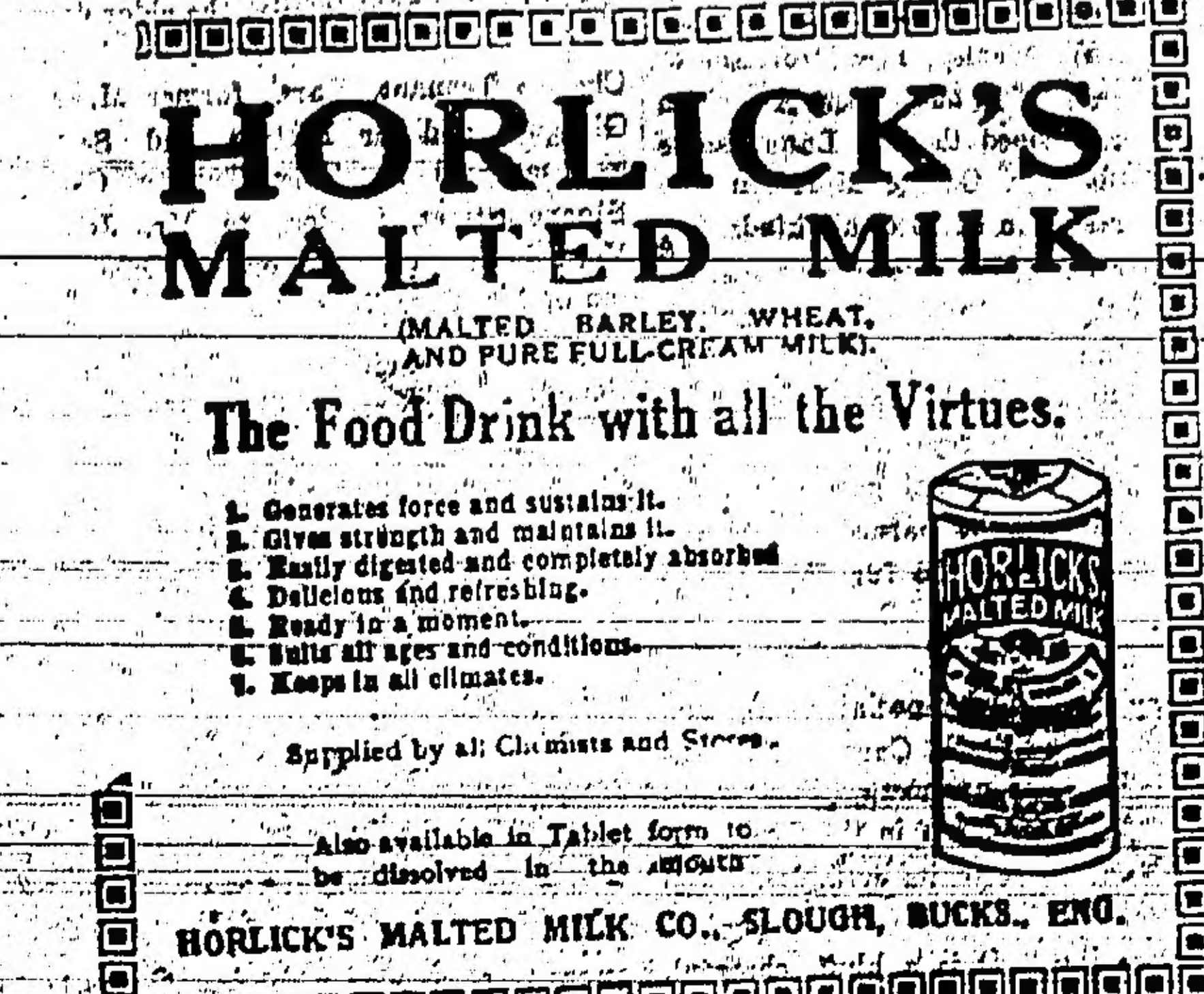
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[18]

PRESENT DAY VALUES.

EXPLANATION OF WHY LIVING COSTS MORE.

Mr. W. Brass, writing in *The Times* of May 24th, says:—

"Sir, Every one is to-day complaining bitterly of the increase in the cost of all commodities."

Members of Parliament attend meetings and write articles protesting against the increase in the cost of this and that commodity, the raising of railway rates, rents, and so forth. Some people attribute these rises to profiteering, others to the inflation of the currency. No doubt both of these reasons have an important bearing on the subject, but surely there is some fundamental cause underlying the whole phenomenon.

In the following lines I will endeavour to explain, in the simplest language possible, what appears to me to be the cause for all articles being said to have "increased in value."

For generations the people of this country have measured the value of all commodities against the pound sterling, and cannot now realize that the value of the pound fluctuates in the same way as that of any other article in common use. Its exchange value against such article is governed by the ordinary law of supply and demand. Before the war our National Debt stood at something like £700,000,000. To-day it is approximately £28,000,000,000. What has happened to all these pounds, and what real wealth have these credits produced? The pounds thus raised have been paid to soldiers for standing in trenches and fighting the Germans, to men and women for making shells, bombs, guns, and aeroplanes, all of which have been destroyed. The majority of these pounds, therefore, have produced no real wealth.

If a man is paid to make a chair, he has made something of value which remains, but if he is given the same amount to make a shell, which is destroyed, his energy as far as the production of wealth is concerned has been wasted. The result of this wasted energy is reflected in the value of the pound to-day.

To draw a simile, let us imagine ourselves back in the old days of barter, when one article was exchanged for another, one savage would come with a weapon and exchange it for some corn. Imagine a war to break out, and thousands of millions of weapons to be created without the energy necessary to make them, as in the case of the pound sterling "credit." After the war the savage offers a weapon in exchange for the same amount of corn as before. He is informed that very little corn has been grown during the war period, but thousands of millions of weapons have been made. As a result of this he has to give quite a number of weapons for the same amount of corn for which he gave only one weapon in pre-war days. The pound of to-day is in the position of the weapon in my simile. There are too many pounds and not enough articles to exchange for them. The value of the pound has consequently fallen, and will continue to remain low until we are again in a position to hard work and increased production to make the articles necessary for the world's trade.

The continuous increase in wages and the following of what is termed the "vicious circle" will not help production, and will assuredly postpone the day when the pound will begin to come into its own again.

If the working man would only realize it, his best plan is to try to increase the value of the pound by hard work and increased production, instead of reducing it still further by demanding more pounds and doing less work for them. His present wages, in pre-war purchasing value, would make his position far more comfortable than at present. If people would only appreciate that present-day values are not real "increases," but merely the result of a fall in the value of the pound, consequent upon the creation of Government credits, and would understand that the country, instead of being richer because of the large number of pounds in circulation, is really very much the poorer for this disastrous war, then by thrift, hard work, and increased production the purchasing value of the pound would gradually be increased.

RED COAT OR KHAKI?

The proposal to put the Army back into scarlet is not merely a question of £2 s. d. That it would cost nearer £5,000,000 than £3,000,000, with tailors' present charges, is obvious. But that is not the only consideration: there is (the *Spectator* points out) the question of sentiment. Has anyone been at pains to enquire the feelings of the private soldiers on the point? In the present state of public opinion, which is one of civilism run mad, it is our belief that the men in "many regiments would refuse to wear the red coat, which they would regard as a badge of servitude. The khaki uniform is a quasi-civil garment. Everybody is now so self-conscious, and so filled with a sense of his social position, that "the lobster" might be regarded as an object of derision, rather than of attraction, and the trade unions would denounce the change as "militarism."

A little war-orphaned lassie, living in London, had a happy reunion the other day with her elder brother, who is at a Scotch school where kilted boys are compulsory. In the evening, at prayers, she remembered her brother "God bless John," she said, "and make"—then came a momentary hesitation, and she went on: "make her a good boy." "Why did you speak of John as 'her'?" she was asked afterwards. "Well," she replied, "John wears a dress now."

WEATHER REPORT.

July 19th, at 12.47.—Warning to Hongkong.—Continental depression in Lat. 25 deg. N. Long. 114 deg. E.

July 20th, at 8.20.—Local signal No. 3 lowered.

July 20th, at 12.54.—No returns from Japanese stations.

Pressure has increased slightly over Formosa and the east coast of China, and decreased slightly elsewhere. The depression has probably moved to the west of Hongkong.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 8.90 inch. Total since January 1st, 62.41 inches against an average of 46.66 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
(Easterly or variable winds, moderate; cloudy, rain.)
Hongkong to Gap Rock — The same as No. 1.
Formosa Channel — The same as No. 1.
South coast of China between Formosa and Hongkong and Lamocks — The same as No. 1.
South coast of China between Hongkong and Hainan — The same as No. 1.

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TIENTSIN — "HOPSHANG" — Fri. 23rd July, 11 a.m.
STRAITS & CALCUTTA — "CHIPSING" — Sun. 25th July, 11 a.m.
MOI & KOBE — "CH-ESANG" — Mon. 26th July, 3 p.m.
— "LAISANG" — Tues. 27th July, 5 p.m.

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"GLENSANDA" — — — — — 30th July.

HOMEWARDS.

Vessel — — — — — Leaves Hongkong — — — — — Discharges
"GLENGYLE" — — — — — 31st July — — — — — GENOA, LONDON & ANTWERP.
M/V. "GLENTARA" — — — — — about 12th Aug. — — — — — GENOA, LONDON & ANTWERP.
M/V. "GLENAVOY" — — — — — 22nd Aug. — — — — — LONDON & ROTTERDAM.
S/S. "GLENSANDA" — — — — — 6th Sept. — — — — — LONDON & ANTWERP.
M/V. "GLENBIRRIFF" — — — — — Middle of September — — — — — GENOA, LONDON & ANTWERP.

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SHIPPING NEWS

ARRIVALS

July 20th.
Mok Canton, Chinese str., 580 tons, Capt. Leungdon, from Kwong Chow Wan, with a general cargo.—Yat Hing.
Machoo, British str., 1,220 tons, Captain Lovelock, from Tientsin, with a general cargo.—B. & S.
Aathamba, British str., 4,100 tons, Capt. Smith, from Kowloon, with a general cargo.—Bank Line.
Knight Templar, British str., 3,000 tons, Capt. Jones, from Yokohama, with a general cargo.—B. & S.
Kwongtak, Chinese str., 1,350 tons, Capt. Stewart, from Shanghai, with a general cargo.—C.M.S.N. Co.
Loong Sang, British str., 1,093 tons, Capt. Simpson, from Manila, with a general cargo.—J. M. & Co.
Orestes, British str., 3,000 tons, Captain Shaw, from Shanghai, with a general cargo.—B. & S.
Fakhoi, British str., 1,257 tons, Capt. Stephens, from Canton, in ballast.—B. & S.
Fak Ho, Chinese str., 1,147 tons, Capt. Dahl, from Canton, with a general cargo.—Kwang Hing.
Shanling, British str., 1,560 tons, Capt. Monkman, from Canton, with a general cargo.—B. & S.
Albatross, British str., 2,538 tons, Capt. Pilcher, from Kobe, with a general cargo.—M. M. & Co.
Tokio Maru, Japanese str., 4,287 tons, Capt. Iwamoto, from Nagasaki, with a general cargo.—N. Y. K.
West Ind, American str., 3,640 tons, Capt. Cross, from Manila, with a general cargo.—Robert Dollar Co.

CLEARANCES

July 17th.
Amakusa Maru, for Keelung.
Belerophon, for Nagasaki.
Celebes Maru, for New Orleans.
Chong Shing, for Tientsin.
Chofa Maru, for Chin Wan Tao.
Desamanga, for Saigon.
Dilwan, for Bombay.
Flak Sang, for Calcutta.
Huangyung, for Manila.
Han Ping, for Hongkong.
Kaipong, for Haiphong.
Kochu Maru, for Valparaiso.
Kamagata Maru, for Kobe.
Kang Hing, for Shanghai.
Hokkaido Maru, for Keelung.
Shan Tung, for Canton.
Shimo Maru, for Keelung.
Tan, for Shanghai.
Tjinanok, for Batavia.
War Singer, for Tarakan.
Wa Sun, for Kwong Chow Wan.
Tunnan, for Haiphong.

July 18th.
Empress of Japan, for Vancouver.
Hong Hwa, for Amoy.
 July 20th.
Fokien Maru, for New York.
Hsin Tak, for Shanghai.
Manila Maru, for Seattle.
Orestes, for Liverpool.
Sagami, for Shanghai.
Shan Tung, for Shanghai.
Shanghai, for Kwong Chow Wan.
Tokio Maru, for Hongkong.
Tungshing, for Canton.

SHIPPING MOVEMENTS

The N.Y.K. s.s. **Awa Maru** (Liverpool line) left Shanghai for this port on July 18th, and is expected here on July 22nd.
 The N.Y.K. s.s. **Iyo Maru** (European line) left Kobe for this port via Moji and Shanghai on July 19th, and is expected here on July 23rd.

VESSELS EXPECTED

Calcutta Maru (Hamburg line), due August 11th.
Empress of Asia, from Vancouver, due July 23rd.
Kaga Maru (European line), from London, due July 29th.
Monteagle, from Vancouver, due August 5th.
Nagato Maru, from Liverpool, due August 5th.
Yikko Maru (Australian line), from Japan, due July 22nd.
Shinai Maru (Bombay line), from Japan, due July 22nd.
Shingo Maru (Calcutta line), due July 20th.
Stegerwald, due July 25th.
Swazi, from Rotterdam, due July 25th.
Tatsumi Maru (Calcutta line), due from Japan, July 24th.
Yokohama Maru (European line), due August 12th.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, July 20th.

Previous Day	On Date	On Date	On Date
at 2 p.m.	at 8 a.m.	at 1 p.m.	at 5 p.m.
Barometer ... 29.30	29.33	29.37	29.37
Temperature ... 74	73	77	77
Humidity ... 98	92	95	95
Wind Direction ... SW	N.E.	ESE	ESE
Force ... 4	1	3	3
Weather ... or	or	or	or
Rain ... 5.28	—	6.15	—

Highest open-air temperature on 19th ... 84
 Lowest open-air temperature on 20th ... 78

HONGKONG TIDE TABLE

From July 21st to 27th, 1920.

		HIGH WATER.			LOW WATER.		
Days of Week or Days of Month.	H'kong Standard Time.		Height.	H'kong Standard Time.		Height.	
	h	m.		h	m.		
Wed. 21	1	38	ft. 15	6	45	ft. 3	
Thur. 22	2	27	5	8	35	5	
Fri. 23	3	16	4	9	25	4	
Satur. 24	4	05	3	10	15	3	
Sun. 25	5	54	2	11	05	2	
Mon. 26	7	43	1	12	00	1	
Tues. 27	8	32	0	1	00	0	

THE EAST ASIATIC CO., LTD., COPENHAGEN.

M.S. "CHILE"

will be loading for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates on the 7th August.

For space and particulars please apply to—

THORESEN & CO., AGENTS.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" Sailing August 4th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD., Agents, 112, Cross Street, Road Central.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.

Sailings subject to alterations.

ROTTERDAM & HAMBURG ... s.s. "TOBA" ... August.

AMSTERDAM & HAMBURG ... s.s. "BAARN" ... September.

ROTTERDAM & HAMBURG ... s.s. "TJIMANOEK" ... October.

AMSTERDAM & HAMBURG ... s.s. "KANGAAN" ... November.

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN,

General Agents,

York Building,

Tel. No. 1474.

CP O S

SAILINGS

HONGKONG-VANCOUVER

(via Shanghai, Nagasaki (Moji), Kobe & Yokohama)

Steamship

From Hongkong

To Vancouver

+ Empress of Japan ... July 20 Aug. 10

+ Empress of Asia ... July 29 Aug. 18

+ Monteagle ... Aug. 12 Sept. 5

+ Empress of Russia ... Aug. 26 Sept. 13

+ Empress of Japan ... Sept. 14 Oct. 5

+ Empress of Asia ... Sept. 23 Oct. 11

+ Monteagle ... Oct. 21 Nov. 8

+ Empress of Russia ... Oct. 26 Nov. 19

+ Empress of Japan ... Nov. 8 Nov. 30

+ Empress of Asia ... Nov. 18 Dec. 6

+ Empress of Russia ... Dec. 18 Jan. 3

+ Omit Kobe

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

Terms and other information please apply

HONGKONG OFFICE.

Telephone 725.

Cable address: CANPAC.

CANADIAN PACIFIC OCEAN SERVICE.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "LOWTHER CASTLE" on or about 29th July

LLOYD TRIESTINO

For SHANGHAI & JAPAN

S.S. "INNSBRUCK" ... on or about 4th August.

S.S. "HUNGARIA" ... on or about 21st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "PILSNA" ... on or about 5th August.

S.S. "INNSBRUCK" ... on or about 6th September.

S.S. "HUNGARIA" ... on or about 2nd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BORNEO MARU" ... sailing on or about 28th July.

For JAVA

S.S. "RIOJUN MARU" ... sailing on or about 21st July.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYU KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipments at CAIRO, UTA

in conjunction with the

INDO CHINA STEAM NAVIGATION CO. LTD.

AND APCAR LINES

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"EQUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Aug. 11th.

ALSO

S.S. "WEST MINGO" Last half of August for Baltimore, via Manila and Suez Ports.

HONGKONG-CALCUTTA SERVICE.

S.S. "JACOB" ... Wednesday, July 21st, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

Cable Address "804ARO."

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG STARTING IN AUGUST.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railway.

TOYOHASHI MARU (calling Manila) ... Sunday, 15th Aug., at 11 a.m.

KASHIMA MARU (calling Manila) ... Monday, 16th Aug., at 11 a.m.

FUSHIMA MARU ... Saturday, 11th Sept., at 11 a.m.

KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

IYO MARU ... Thursday, 29th July, at Noon.

ATSUTA MARU ... Tuesday, 10th Aug., at Noon.

SHIZUOKA MARU ... Friday, 30th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo

Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and

Port Said.

AWA MARU ... Friday, 23rd July.

TOKUSHIMA MARU ... Sunday, 25th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 23rd July, at 11 a.m.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

NEW YORK via Suez Canal.

TOKIWA MARU ... Tuesday, 30th July, at Noon.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta,

Durban & Cape Town.

PENANG-MANILA ... Monday, 26th Aug.

BOMBAY & COLOMBO via Singapore.

SHIN-I MARU ... Friday, 23rd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Sunday, 25th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 31st July, at 11 a.m.

TANGO MARU ... Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Friday, 30th July, at 11 a.m.

NAGATO MARU ... Sunday, 5th August.

YOKOHAMA MARU ... Friday, 13th Aug., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 224 & 225

S. YASUDA, Manager.

THE BARBER S.S. LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to

ANTWERP and ROTTERDAM.

S.S. "WEST HASSAYAMPA" about July 24th.
S.S. "WEST CAMFGAW" about Aug. 15th.
S.S. "EASLERLING" about Sept. 15th.

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones.

AGENTS.

5th Floor.

2477 & 2478

Hotel Mansions

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "KEKETTICUT" ... about 28th July.
S.S. "SAUCON" ... about 15th Aug.
S.S. "CAPE MAY" ... about 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephones.

AGENTS.

5th Floor.

2477 & 2478

Hotel Mansions

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

"CELTIC PRINCE" ... via Suez Canal ... Middle of Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For Freight and further particulars, apply to—

SHEWAN TOMES & CO.,

Agents.

1111

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "KANSAS" ... 10th Sept.

LONDON ... "SWAZI" ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to RUSSELL & CO., CANTON.

THE BANK LINE, LTD.,

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
AMOI, SHANGHAI & FUJOW	"SHANTUNG"	On 21st July, 7 A.M.
WUHAN, CANTON, NINGPO & TAIPEI	"HUICHOW"	On 22nd July, 4 P.M.
"BANGHAI"	"SINKIAN"	On 23rd July, 4 P.M.
SHANGHAI and TUNGTAO	"YINGCHOW"	On 24th July, 4 P.M.
AMOI, SHANGHAI & FUJOW	"SZECHUEN"	On 27th July, 10 A.M.
SWATOW and BANGKOK	"CHENG TU"	On 27th July, 11 A.M.
MASILA, CEBU & ILOILO	"TAMING"	On 3rd Aug., 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Ample electric light and fans in Saloon and
State-rooms. Regular schedule service between Canton, Hong Kong, Shanghai (three
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yankee and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woungou.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

TELEPHONE 23.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers. Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW
AND RETURN.

Steamer	Departure
"HAIHONG"	On 21st July, at 1 P.M.
"HAIHONG"	On 22nd July, at 3 P.M.
"HAIHONG"	On 23rd July, at 5 P.M.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & CO.,
General Managers.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.	Via	Date
"CITY OF OMAN"	via Suez	31st July.
"BIRMINGHAM CITY"	via Suez	27th Aug.
"NINGPOH"	via Suez	6th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON. BE. 88 & CO. CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	24th July Noon.	Marseilles, London & Antwerp
"KALYAN"	9,000	7th Aug.	Marseilles, London & Antwerp
"LAHORE" (Cargo)	5,300	15th Aug.	Marseilles, London & Antwerp
"PLASST"	7,400	29th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" 5,300 15th July 1 P.M. Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	21st July 4 P.M.	Sandakan, Thursday Island,
"EASTERN"	4,000	20th Aug.	Cairns, Townsville, Brisbane,
			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong	Destination
"TAKADA"	7,000	25th July.	Shanghai & Japan.
"ARRATOUN APCAR"	4,500	27th July.	Shanghai & Japan.
"EASTERN"	4,000	30th July.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P.O. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.Any damaged packages must be left in the Godowns for examination by the
Consignee, and the Company's Barrowers, Messrs. Gordon & Douglas, at 10 A.M.
on MONDAYS and THURSDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognised. No Claims
will be admitted after the goods have left the Godown.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
32, Des Voeux Road Central, HONGKONG.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.K. Shipping Board Steamers

For	Steamer	Departure
SEATTLE, TACOMA, VICTORIA, VAN COUVE	"WHEATLAND"	About July 25th.
	"ELDRIDGE"	About July 29th.
	"CITY OF SPOKANE"	About Aug. 19th.

For PORTLAND direct.

Steamer	Departure
"PAWLET"	About July 25th.
"COAXET"	About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

Steamer	Departure
"ELETON"	About Aug. 6th.

Through Bills of Lading issued in Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 1477 & 1478. With Floor, HONG KONG.

CHINA MAIL S.S. CO., LTD.

REGULAR AND PASSENGER

"NANKING" "CHINA" "NILE"

SAILINGS FROM HONG-KONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS and HONOLULU

"NANKING" "CHINA" "NILE"

[An unsurpassed high-class passenger service.]

O. H. BIDDLE, Prince's Buildings, 100 House Street.
Telephone, Passenger Dept. 1924. Telephone, Freight Dept. and Agents 3161.T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	Tons	Leave Hongkong
SIBERIA MARU	20,000	Aug. 10th (from Yokohama).
TENYO MARU	22,000	Aug. 11th.
SHINYO MARU	22,000	Sept. 8th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO

via JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.

Thence by TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS	Tons	Leave Hongkong
ANYO MARU	15,500	Sept. 8th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2174 & 2175.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

[3]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBLANC" 14,000	On or about 3rd Aug.
	"PAUL LEUAT" 14,000	On or about 15th Aug.
	"ARMAND BEHIC" 14,000	On or about 4th Sept.

STEAMER	DISPLACEMENT	SAILING DATES
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, PORT SAID	"AMAZONE" 10,000	On or about 17th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) ... Tuesday, 7th Sept.

"ATLAS MARU" ... Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" ... Friday, 13th Aug.

"CHICAGO MARU" ... Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"BURMA MARU" ... Friday, 23rd July.

"SIAM MARU" ... Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNION MARU" ... Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" ... Monday, 25th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"MANILA MARU" ... Wednesday, 31st July.

"AFRICA MARU" ... Saturday, 31st Aug.

SAN FRANCISCO & NEW ORLEANS.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" ... Friday, 23rd July.

JAPAN PORTS—Moit, Kobe, Yokohama & Yokohama.

"LUZON MARU" ... Wednesday, 25th July.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.L. wharf near the Harbour Office.

"KALIO MARU" ... Monday, 25th July.

TAKAO via SWATOW & AMOI.

"BOHEU MARU" ... Thursday, 29th July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUK LWARDS	About	Sailings	About
S.S. WEST MONTOP	July 31st	S.S. WEST MONTOP	Aug. 3rd.
S.S. WEST HIRA	Aug. 10th	S.S. WEST HIRA	Aug. 13th
S.S. VINITA	Sept. 2th	S.S. VINITA	Sept. 15th
S.S. WEST HIXTON	Oct. 7th	S.S. WEST HIXTON	Oct. 10th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en-route.

Shipside connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai, Manila, Singapore
Hongkong Office—Prince's Building, Charter B. Tel. No. 1087.
U.S.A. E. RICHARDSON,
General Agent for South China

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Sinking	21st July
YOKOHAMA	Yokohama	21st July
JAPAN	Nippon	22nd July
SHANGHAI	Shanghai	23rd July
JAPAN	Nippon	24th July
SHANGHAI	Shanghai	25th July
SHANGHAI and JAPAN	Shanghai	26th July
SHANGHAI and JAPAN	Shanghai	27th July
SHANGHAI and JAPAN	Shanghai	28th July
SHANGHAI and JAPAN	Shanghai	29th July
SHANGHAI and JAPAN	Shanghai	30th July

OUTWARD MAILS.

FOR	PER	DATE
Swatow and Bangkok	Chindan	Wednesday 21st, 10.00 A.M.
Japan via Nagasaki	Yokohama	Wednesday 21st, 10.00 A.M.
Straits, Bangkok, Calcutta, and Aden	Yokohama	Wednesday 21st, 11.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki	Yokohama	Wednesday 21st, 11.00 A.M.
Canada, United States, Central & South America and EUROPE via VICTORIA	Yokohama	Wednesday 21st, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, India, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Yokohama	Wednesday 21st, 11.00 A.M.
Straits, Bangkok, Egypt and EUROPE via LIVERPOOL	Yokohama	Wednesday 21st, 11.00 A.M.
Philippine Islands	Yokohama	Wednesday 21st, 11.00 A.M.
Swatow, Amoy, and Foochow	Yokohama	Wednesday 21st, 11.00 A.M.
Sandakan, Australia, and New Zealand via Thursday Island	Yokohama	Wednesday 21st, 11.00 A.M.
Port Sayang	Yokohama	Wednesday 21st, 11.00 A.M.
Straits, Bangkok, Egypt and EUROPE via LIVERPOOL	Yokohama	Wednesday 21st, 11.00 A.M.
Hobson	Yokohama	Wednesday 21st, 11.00 A.M.
Port Sayang, Hoihow and Haiphong	Yokohama	Thursday 22nd, 8.00 A.M.
Shanghai, N. China, Japan via Nagasaki	Yokohama	Thursday 22nd, 8.00 A.M.
Canada, United States, Central and South America and EUROPE via SAN FRANCISCO	Yokohama	Thursday 22nd, 8.00 A.M.
Weihaiwei, Chefoo and Tientsin	Yokohama	Thursday 22nd, 8.00 A.M.
Philippine Islands, Australia and New Zealand via Thursday Island	Yokohama	Thursday 22nd, 8.00 A.M.
Swatow, Amoy, and Foochow	Yokohama	Thursday 22nd, 8.00 A.M.
Philippine Islands	Yokohama	Thursday 22nd, 8.00 A.M.
Shanghai and North China	Yokohama	Thursday 22nd, 8.00 A.M.
Japan via Yokohama	Yokohama	Thursday 22nd, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, India, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES	Yokohama	Thursday 22nd, 8.00 A.M.
The Parcel Mail will be closed on Friday July 23rd, at 5 p.m.		
Shanghai and North China	Yokohama	Thursday 22nd, 8.00 A.M.
Amoy, Shanghai and North China	Yokohama	Thursday 22nd, 8.00 A.M.
Swatow and Bangkok	Yokohama	Thursday 22nd, 8.00 A.M.
Swatow, Amoy and Foochow	Yokohama	Thursday 22nd, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, India, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	Yokohama	Thursday 22nd, 8.00 A.M.
Shanghai, N. China and Japan, via Kobe	Yokohama	Thursday 22nd, 8.00 A.M.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

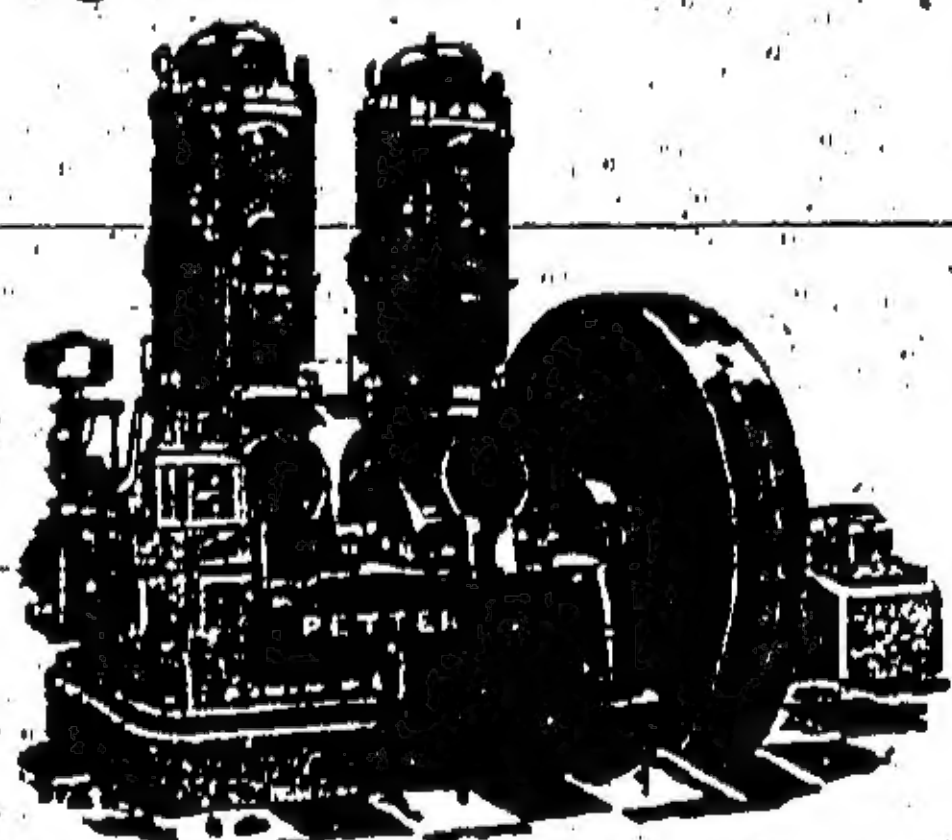
Steamer: At Hongkong from Australia: At Hongkong for Australia

"TAIYUAN" 2nd Aug. 5th Aug.

SAILING SUBJECT TO ALTERATION.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to: BUTTERFIELD & SWIRE, Agents. [42]

VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—RELIABILITY—ECONOMY

A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE 10 TO 450 B.H.P.

For further particulars apply to—WM. C JACK & CO., LTD.

14, DES VEUZ ROAD CENTRAL, HONGKONG.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA. [30]

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital \$4,000,000. Surplus \$1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES: SHANGHAI, TIENTSIN, MANILA, PEKING, HANKOW, CANTON, CHANGSHA.

All Descriptions of banking business transacted. Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR, Hongkong Manager.

[1181]

COMMERCIAL.

OPENING QUOTATIONS.

July 20th.
On London—
Telegraphic Transfer ... 3/8
Bank Bills, on demand ... 3/8
Bank Bills, at 3 days sight ... 3/8
Bank Bills, at 4 months sight ... 3/8
Credit, at 4 months sight ... 3/8
Documentary Bills, 4 months sight ... 3/8
On Paris—
Bank Bills, on demand ... 92 1/2
Credit, 4 months sight ... 92 1/2
On Hongkong—
Telegraphic Transfer ... 100
Bank Bills, on demand ... 100
On Calcutta—
Telegraphic Transfer ... 100
Bank Bills, on demand ... 100
On Shanghai—
Bank Bills, at sight ... 100
Bank Bills, 30 days sight ... 100
On Yokohama—On demand ... 100
On Manila—On demand ... 100
On Singapore—On demand ... 100
On Batavia—On demand ... 100
On Haiphong—On demand ... 100
On Saigon—On demand ... 100
On Bangkok—On demand ... 100
SOVEREIGNS, Bank's buying rate ... \$ 4 3/4
GOLD LEAF 100 fine, per lb ... 50 1/2
BAR SILVER per oz ... 50 1/2

SUNDRIAL COINS.

Per cent.
Hongkong ... 30 cents piece ... 30.00 Discount.
Hongkong ... 10 ... 0.25
Canton ... 20 ... 0.10
Canton ... 10 ... 0.00 Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR, Chief Manager.
Hong Kong, November 2nd, 1919. [9]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.
Hongkong, March 27th, 1920. [52]

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,080,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Kanku, Keelung, Makung, Nanto, Piman, Shichiku, Taichu, Tainan, Takow, Tamai, Tohyen, Aiko.

CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Boreabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON, COUNTY, WESTMINSTER AND PARBANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager.
HONGKONG BRANCH, 2, Des Vaux Road, Central, Hongkong, November 1st, 1919. [45]

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 4.

Authorized Capital	£2,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,000,000
Reserve Fund	£1,000,000

Bankers: THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH: Every description of Banking and Exchange business transacted. INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Acting Manager.
7, Queen's Road Central, Hongkong, June 27th, 1920. [44]

The "Three Castles" Virginia Cigarettes



It's the same as the "Three Castles" Virginia Cigarette you have always smoked, made in a larger size.

"The larger Cigarette with a Pedigree"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	£2,000,000.00
Reserve Fund	200,000.00

Directors: Mr. Pong Wai Tung, Chairman, Mr. Chow Shou Son, Mr. Kan Ying Fo, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shuk, Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq. Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Account at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per annum. For 6 months at the rate of 4 per annum. For 12 months at the rate of 4 1/2 per annum.

KAN TONG PO, Chief Manager.
Hongkong, February 12th, 1920. [109]

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... F. 75,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 50,000,000

Chairman of the Board: André Berthelot
General Manager: A. J. Pernotte

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Lyon, Hongkong, Yunnanfu, Hankow, Hanoi, Vladivostok, Peking, Canton, Foochow, Shanghai, Canton, Swatow, Tientsin, Saigon, Yokohama, Hankow, Haiphong, Moukden, New York, London, Antwerp.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted.

L. BEEINDOAGUE, Manager.
Hongkong, December 1st, 1919. [78]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Sterling ... \$1,500,000
Silver ... \$25,000,000
Reserve Liability of Proprietors \$15,000,000

Courts of Directors: Hon. Mr. E. V. D. PARK—Chairman, A. H. CROOKER, Esq.—Deputy Chairman, G. M. DODD, Esq., Hon. Mr. J. J. JONES, G. T. M. EDKINS, Esq., A. C. LANG, Esq., A. S. GUBBY, Esq., W. L. HATTER, Esq., Hon. Mr. P. H. HOLYAK, J. A. PLAMMER, Esq.

Chief Manager: Hongkong—N. J. STARR, Esq. Acting Manager: Shanghai—G. H. SEXTON, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER & PARBANK, LIMITED.
CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STARR, Chief Manager.
Hongkong, May 15th, 1920. [8]

THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$60,000,000.00
Paid-up Capital ... 12,578,800.00
Reserve Funds ... 2,197,400.00

HEAD OFFICE—PEKING. HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China, and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd. New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for Home Exchange. Interest on Fixed Deposits at the following rates:—

For 3 months ... 3 1/2 per annum. For 6 months ... 4 per annum. For 12 months ... 4 1/2 per annum.

TSUYEE FEE, Manager.
Hongkong, February 8th, 1920. [84]

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—8, Des Vaux Road Central.

Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively. Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.
Hongkong, July 7th, 1919. [99]

HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the CHUNG NGOI SUN PO (Chinese Daily Press)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE. Terms for Advertising (Translation fee can be obtained at the Office, 104, Des Vaux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.) Documents translated from or into Classical Colloquial Chinese.

L. BEEINDOAGUE, Manager.
Hongkong, December 1st, 1919. [78]

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L. BEEINDOAGUE, Manager.
Hongkong, December 1st, 1919. [78]

Printed and Published by BERTHELM AUGUSTUS HALL, for THE HONGKONG DAILY PRESS, Ltd., at 104, Des Vaux Road Central Victoria, Hongkong; London Office: 131, Fleet Street, E.C.